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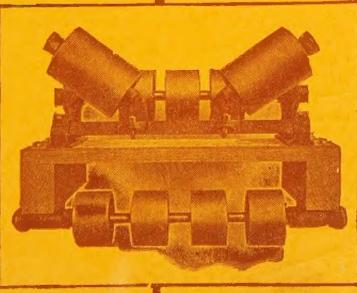
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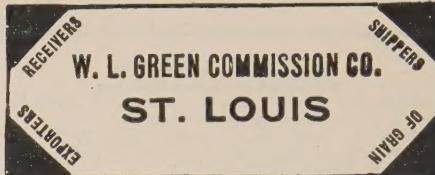
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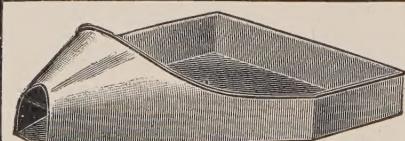
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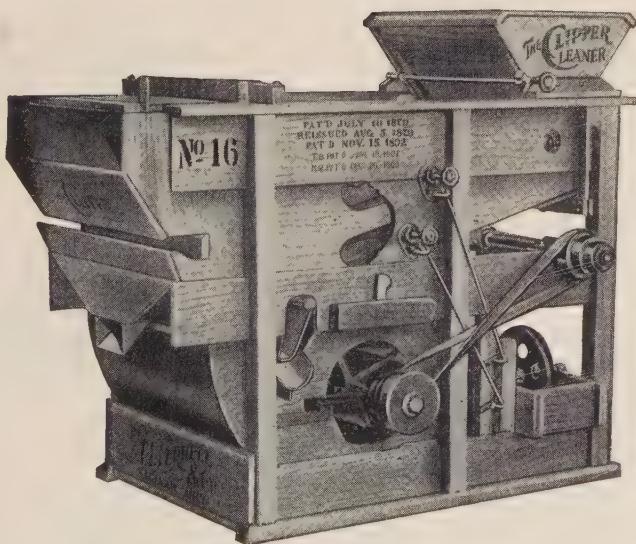
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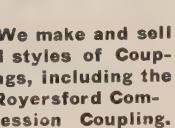
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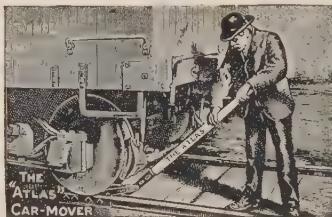
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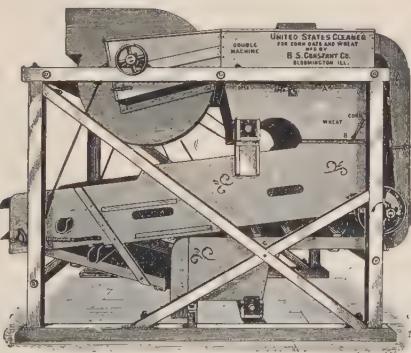
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Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oily wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

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WHEN you attack them from this angle they're helpless. They can't furnish anything like the New Idea Manure Spreader. Patents won't let them.

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They can't cut in on your business. They haven't the spreaders to do it. We proved it to them. Remember the Hartman Farm Contest last April? Everybody interested in spreaders looked for the result of that exacting test. But it didn't take Mr. Hartman long to decide. He ordered four of our spreaders then and there.

Here's The Reason

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In this sturdy, silent, speedy, Brighton Six we have crystallized all that five seasons of SIX CYLINDER EXPERIENCE have taught us.

We offer it at a time when most sixes are coming out of FOUR CYLINDER FACTORIES—it is a CERTAINTY in a season of EXPERIMENTS.

Forget its small price—forgive it nothing.

It represents our ideals of a powerful, smooth-riding six as fully as any car which has ever borne the Palmer-Singer name plate.

We cannot catalogue here all of its superiorities—for practically every part of the car represents some advance over standard construction.

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Hickory has a value as definite and as unalterable as gold—only hickory, unlike gold, is going up.

In a high power, heavy service car such as this, the strength of the wheels is of vital importance.

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We, alone, take this precaution to protect our owners against serious accidents due to side-strain.

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This radiator is mounted on a UNIVERSAL ball and socket bearing.

It can never be injured through the racking of the car.

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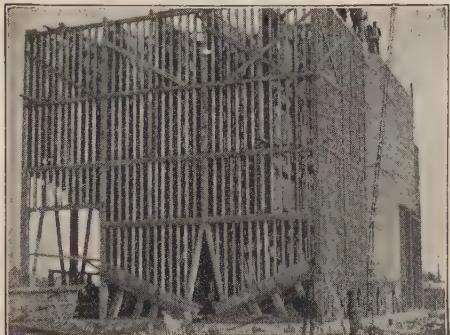
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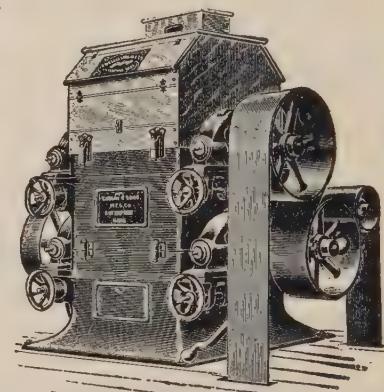
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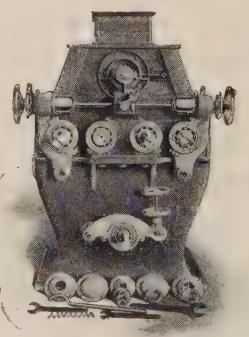


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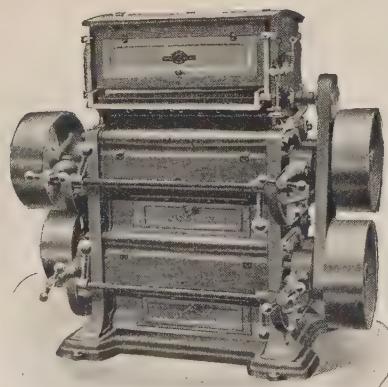
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We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

ESTABLISHED IN 1866

MONARCH

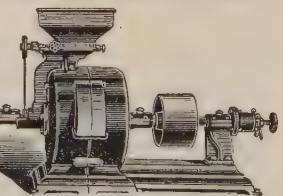
The NAME for Supremacy
Superiority
That STANDS Satisfaction
and Success
Ball Bearing Attrition Mill

Write for
our
Catalogs
and
Prices
NOW



ALWAYS GIVE US A CHANCE TO FIGURE

Genuine French Burr Mill



THE "KING" OF ALL ATTRITION MILLS

We guarantee you such a large saving in Power or Increase in Capacity with your Present Power that you cannot allow this to pass your eye. This mill cannot get out of Trim. Needs no attention.



SPROUT, WALDRON & CO.,

General Western Office
Monadnock Bld., Chicago, Ill.

THE MILL BUILDERS

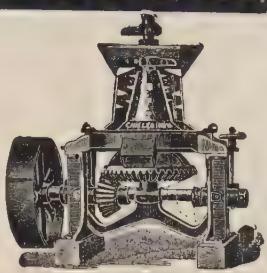
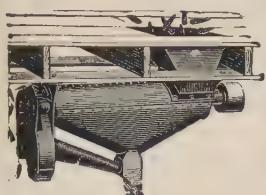
P. O. BOX
260

Muncy, Pa.

Northern Office
1208 4th St., So., Minneapolis, Minn.
Agents Wanted Everywhere

Pacific Coast Branch
613 McKay Bldg., Portland, Ore.

**Triumph Corn Sheller
and Crusher**



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 $\frac{1}{2}$ x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

GRAIN DEALERS JOURNAL
255 La Salle Street CHICAGO, ILL.

Are you still using rubber belting, or canvas made the same way it was 50 years ago with only one set of stitching? If you are, it's high time we told you about

Rexall Double Stitched Belting

"double-stitched"

For
Elevating
Conveying
Heavy
Transmission



Double
Stitched
MEANS
Double
Life

Trade Mark Registered

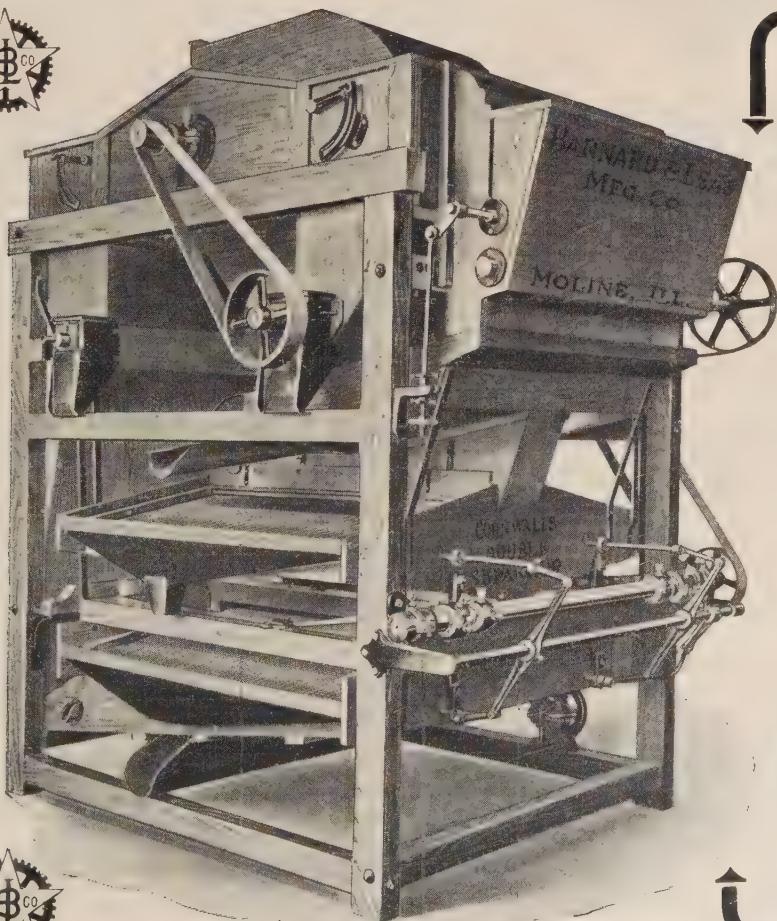
Rexall Double Stitched Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

Write for sample, booklet, testimonials, etc.

IMPERIAL BELTING COMPANY
166-168 West Kinzie St.
Chicago, Ill.

"Everything in Belting"



Barnard's Double Separator

Has greater sieve capacity than other separators because it has two kinds of sieve motion.

Our new sieve cleaning device cleans the sieves from beneath several times a minute and lifts the trash out instead of assisting it to pass through with the grain.

It has self-oiling bearings and eccentric boxes, all sieves can be removed without disturbing the brushes or any other part of the machine, has perfect air separations, in fact is up to date in every way.

Send for latest catalogue describing our complete line of machinery.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



PEERLESS
GRAIN FEEDERS
OVERHEAD DUMPS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

PIT & PITLESS SCALES
For STEEL and WOOD
Frames, \$15 and up. Write
US before
YOU BUY.
WE SAVE
you money.
Also Pumps
and Windmills. — BECKMAN BROS., Des Moines, Ia.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c

SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors. Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

"The same old story"—IF
There had been a pail of water—The water had not been frozen—The barrels had not leaked—The elevator would have been saved.
IF
There had been a
GORDON'S FIRE EXTINGUISHER
There would not have been any cause for excuses
The most CONVENIENT COMPLETE SERVICEABLE DURABLE RELIABLE Fire Bucket manufactured.
We guarantee every bucket to be as represented, and if not will refund all money immediately. WRITE for prices and circulars.
O. E. GORDON
Rays Crossing Indiana



To Be a Leader in This World

one must produce something BETTER than has ever been produced before. The

RICHARDSON Automatic Scale

proves this. Our 20 years' experience in building these scales for automatically handling grain has made the **RICHARDSON** the Standard automatic of the world.

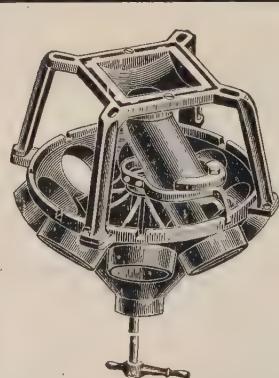
RICHARDSON SCALE COMPANY

79 W. Monroe Street, CHICAGO

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Box 305
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Hall Signaling Distributors

are making records and friends wherever they go. Try them out against the best "spouts" you can buy of any other make.

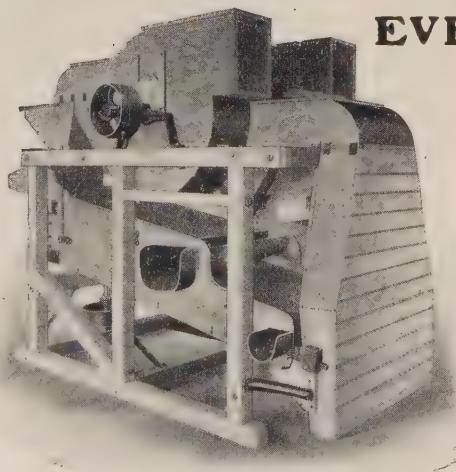
Note carefully their efficiency; their convenience; their durability; the utilization of bin space, thereby increasing the value of the plant; saving from mixed grain. You will never thereafter use anything else.

HALL SPECIAL (ELEVATOR LEG)

ONE HUNDRED PER CENT greater efficiency. FIFTY PER CENT longer life. A record the HALL SPECIAL is making where in use every day. COSTS LESS to INSTALL, or to OPERATE, or to MAINTAIN; and does DOUBLE the work of any other leg of equal size.

Hall Distributor Co., 222 Range Bldg., Omaha, Nebr.

THE SIDNEY CORN AND GRAIN CLEANER EVERY MACHINE SOLD UNDER AN ABSOLUTE GUARANTEE



This machine is designed for cleaning corn from the sheller, also cleaning oats and wheat, and to meet the requirements of the elevator trade.

It has met the approval in every particular of those having the machine in use. If you will only write us when you are in the market for a machine of this kind we will mail you a list of users and let you find out for yourself the satisfaction derived by those using a Sidney Cleaner.

We manufacture everything to equip an elevator. Write for our complete catalog No. 25.

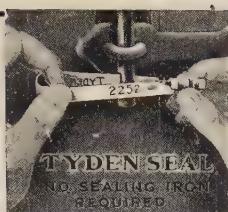
THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO

A COMPLETE STOCK CARRIED AT ENTERPRISE, KANS.

**Claim
Losses
Prevented**

by TYDEN SELF-LOCKING CAR SEALS bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building. CHICAGO, ILL



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E + FUMA =

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N.Y.

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



GRAIN TRYERS



WILLIAMS-LLOYD MACHINERY COMPANY, 638 Federal Street

Chicago



**“EUREKA”
SEPARATORS**

65 different kinds, for all purposes, and for every variety of grain grown.

THE WORLD'S BEST



**“EUREKA”
OAT CLIPPERS**

NEW IMPROVED TYPE. CLIPPING CAN BE REGULATED INSTANTLY by a handwheel.

**“EUREKA”
GRAIN DRYERS**

For large or small capacities. THE ONLY FULLY GUARANTEED SYSTEM. Perfect drying, high efficiency, low cost.

New 250 page catalogue now ready—best and most complete ever published—sent free.

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists

Eureka Works, Silver Creek, N. Y.

Our experts will gladly call and explain merits

CYCLONE BLOW PIPE CO.

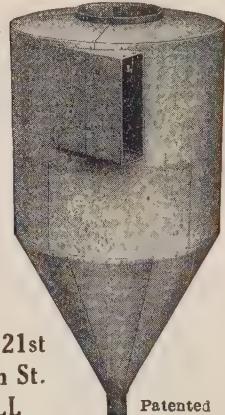
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Pipe-

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented

The Old “CYCLONE”

is one of those good things we all know about, and of those necessary things, too—when we cannot find anything better. It is superseded by something 40 per cent more efficient in



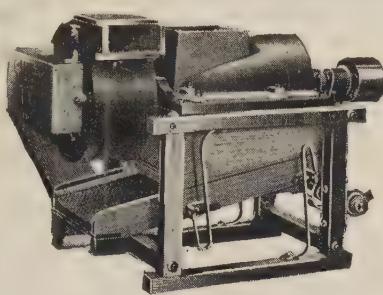
**The New “1905”
Cyclone Dust Collector**

That Does Not Choke Back the Incoming Air—That's All

The Knickerbocker Co.
JACKSON, MICH.

Write for particulars.

The GRAIN DEALERS JOURNAL.



BUILDING ELEVATORS

and equipping them throughout has been serious business with us for over sixty years. Therefore, when we build an elevator and equip it with

"N. & M. Co." ELEVATOR MACHINERY

we are sure that the owner has received a better elevator than he could find anywhere else. The records of service prove it.

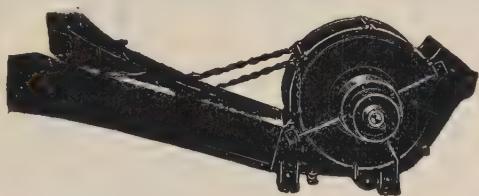
NORDYKE & MARMON CO.

Est. 1851

America's Leading Mill Builders

INDIANAPOLIS, IND.

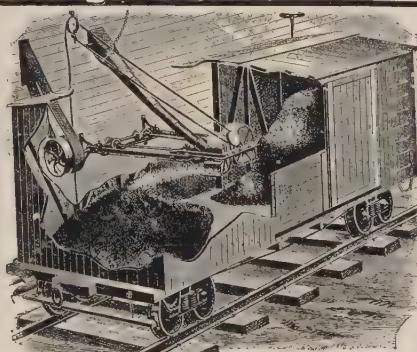
SIXTY YEARS OF SUCCESSFUL MANUFACTURING



shows that I am well pleased with them and I consider them the best loader I know of." He had then used them long enough to know what the loaders could do for him and that he has not had occasion to change his mind is shown by the fact that on Dec. 11, 1911, when the first loader had been in use for 10½ years the manager wrote us: "Our loader is O.K., working good."

We make two styles and five sizes of each kind all of which are carried in stock for prompt shipment.

MAROA MANUFACTURING CO. Department 3



LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door.

Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.
Write us for full particulars.

E. BAUDER, - Sterling, Ill.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

To BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

Look Here, Mr. Grain Dealer.

You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.
Second—It will fill the largest cars to full capacity, without any labor in the car.
Third—It is strong and durable, automatic in its action, and requires no attention after starting.

Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS

"LOADS GRAIN, MALT, OR SAND."



The User's Proof

Texas City, Ill., June 24, 1909.
Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

W. T. GARNER.



SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1911

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.



Business Men traveling between
Chicago
The Twin Cities
Omaha
Denver
Kansas City
and
St. Joseph

pin their faith to Burlington Service, because it commands their admiration.

Before starting on your next trip, by all means ask about the service.

A. J. PUHL
Gen'l Agent, Passenger Dept.
141 S. Clark St., Chicago
Phone Randolph 3117 or
Automatic 63-464

Burlington Route

*The Electric Lighted
"On Time" Road*

(811)

If Your Business
isn't worth advertising
advertise it for sale



CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.

Are You Buying Canadian Wheat?

32,000,000 Bushels are very wet, and to protect yourself

standardize your purchases by using a

Brown & Duvel Moisture Tester

Our make of Moisture Testers has been adopted by most of the grain buyers. It is the simplest, most practical manufactured. It is not expensive to buy or operate.

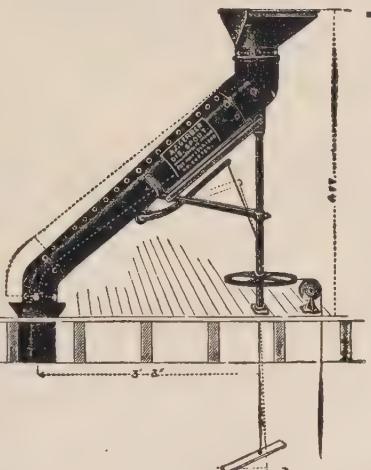
Write to us for information and prices.

THE KNY-SCHEERER CO.

Dept. of Laboratory Supplies,
404-410 W. 27th St. New York, U.S.A.

Western Buyers may see the apparatus at our

Chicago Agents, SEED TRADE REPORTING BUREAU, 637 Postal Telegraph Bldg., Chicago, Ill.



AFFINITIES

Satisfaction and a GERBER SPOUTING SYSTEM

The mixing of grain is impossible, can be operated from working floor, made of heavy sheet steel, the pressure of the foot directs the spout into any desired bin, and the position of the foot lever when released will show whether spout is properly seated in floor funnel.

Write for Prices.

J. J. GERBER
MINNEAPOLIS - - - - MINN.

Now's the Time You Need a Seed Cleaner

Now's the Time

—the demand for field seeds has never been larger.

PRICES ARE AT THE HIGHEST.

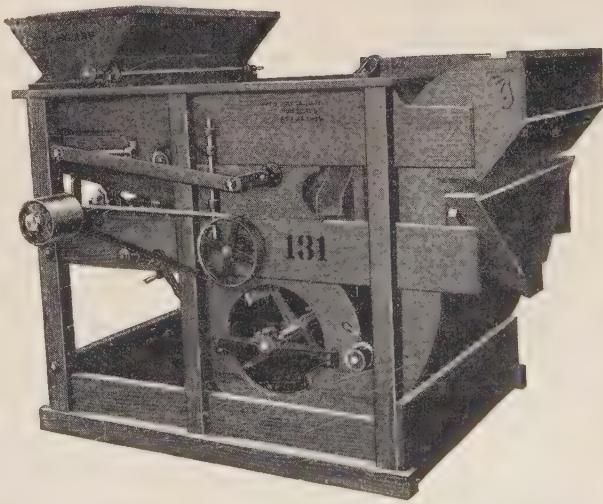
But due to above conditions buyers are exercising extreme discrimination in their choice. They demand pure, clean seeds, free from foreign matter.

Wise handlers of seeds are supplying this demand, and have or are installing

The STANDARD Seed and Grain Cleaner

Little Power—Easily Operated.
Guaranteed to Clean Effectively.

Write now for catalog.

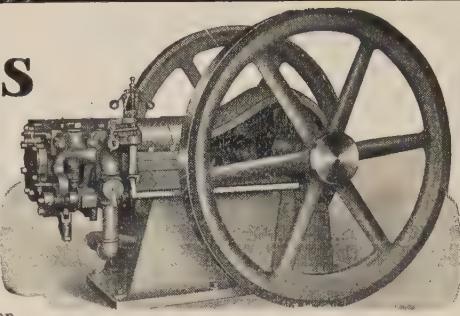


INTERNATIONAL MFG. CO., Crestline, Ohio

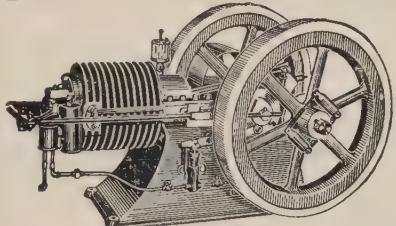
"NEW ERA"
GAS AND GASOLINE ENGINES

re of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.
formerly of Dayton



LESS GASOLINE—MORE POWER



Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H.P., all air cooled.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
La Salle Street, - Chicago, Illinois

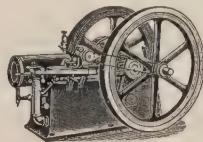
The Automatic Dump Controller

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump

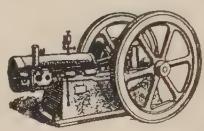
Satisfaction Guaranteed

For descriptive circular and list
of users

Write L. J. McMILLAN
Board of Trade Bldg. Indianapolis, Ind.



Mr. Elevator Man, Listen!

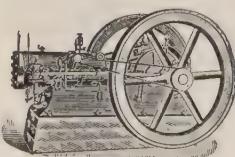


If you are contemplating the purchase of a gas or gasoline engine, you will be interested in knowing that I have been buying and selling gas and gasoline engines when the most of you now prospective buyers were going to school. I was born 85 miles south of Chicago on a farm, and left there, a poor boy, to battle my way through the world. I landed in Chicago when 19 years old, and by working hard and long hours I have built up one of the largest gas and gasoline engine businesses in the world. Today I am usually the first one down in the morning and the last one to leave at night. I have no expensive habits; I wear ready-made clothing (I meet Tom Murray face-to-face and wear his \$10.00 suits); and live in a modest little 7-room house with my wife and son, whom I hope some day will be a Junior member of my firm. I have never had a regular vacation. The first man I ever employed is still with me and I expect or hope always will be. This man came to me as a boy 20 years ago with highest recommendations and has made good. He has contributed largely to the success and exploitation of the gas and gasoline engine. I hire only the best of help and no engine leaves my warerooms before it is thoroughly tested and found to be perfect.

Others who have watched my success and tried to follow my footsteps have failed due to extravagant habits; and locating in expensive quarters and hiring all their work done; items that must be watched in starting a business in a City like Chicago.

I have just received a carload of assorted sizes of Fairbanks-Morse gas and gasoline engines which I am able to offer at great reductions. Here is a chance for you to save money and it is just in this way that I made most of my money. The ability to BUY RIGHT AND THE RIGHT KIND. I do not bother with cheap makes of engines; I found it did not pay and that it only was a matter of time before the purchaser had to have it replaced which made it much more expensive in the end. I have from 300 to 500 engines on hand at all times and can guarantee you the best for your money and perfect satisfaction in every particular.

Used engines which I offer for sale are thoroughly overhauled by the highest grade mechanics money will hire and each and every engine that I sell is guaranteed, whether new or used. Where they have been used I practically re-build them in all details, so that whether you buy one of my new or used engines my guarantee goes along and you are fully protected. I respectfully ask you to inquire of the Grain Dealers Journal if all I say is not true. Write me your needs to-day. State what size in horsepower you contemplate using and just what class of work engine is required to do.



A. H. McDONALD

560 West Monroe Street

CHICAGO, ILLINOIS

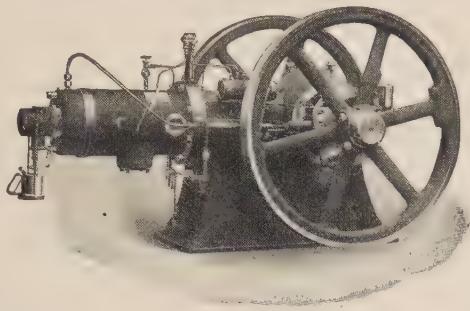


ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

50c Runs a 25 Horse
A DAY Power 10 Hours
The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



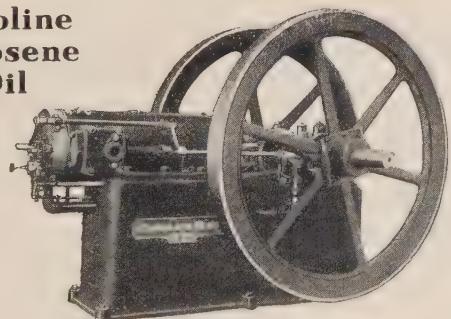
It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

Muncie Gas Engine & Supply Company
Mulberry St. and Railroads MUNCIE, INDIANA

**FAIRBANKS-MORSE
QUALITY ENGINES**

Gasoline
Kerosene
or Oil



They Solve the Power Problem for the Elevator
Steady—Reliable—Efficient

Write for Catalog No. 550LW.

Fairbanks, Morse & Co.

900 S. Wabash Ave.

CHICAGO, ILL.

SET OF BOOKS for Grain Dealers
Form 380 Record of Wagon Loads Bought PRICE, \$3.00
Form 385 Record of Car Loads Shipped
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

EDISON BSCO PRIMARY BATTERY

No matter how perfect you consider your present battery service, you will realize how imperfect it *actually is* when you compare it with Edison BSCO Battery service. Write us today for the book and complete particulars regarding your battery problem.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



Gas or
Gasoline
ENGINE

The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works

3217 Walnut St., Philadelphia, Pa.

DR. WILEY WILL GET YOU

"IF YOU DON'T WATCH OUT"

HOT CORN, in interstate transit, is subject to seizure and condemnation, by federal officials, according to the latest rule of Dr. Wiley of the U. S. Department of Agriculture.

Of all years in corn history, this is THE year when such a rule will bite in deep, for the country is full of soft corn—millions and millions of bushels of it—and there is mighty little other corn to be found.

Grain shippers risk a lot in shipping the stuff, but here's a way to insure against loss and to turn the adverse conditions into money.

1. Get a **HESS MOISTURE TESTER**. It's a simple machine, not expensive; anybody can run it, and it tells you how much water is in your grain, and by this you will know if the grain can be safely shipped, for it's the moisture that makes all the trouble.

2. Get a **HESS GRAIN DRIER**. It costs from \$400.00 up, according to size. It will dry the wettest corn, to safe, merchantable condition, at a cost too slight to consider. Dry your damp corn, and your neighbors' damp corn; make money by it, and sleep o' nights. If you handle corn this year without the **HESS** life-savers, you'll see Dr. Wiley in your dreams, and he won't smile on you, either.

There are more HESS MOISTURE TESTERS in use than all other makes combined.

There is more grain dried in HESS DRIERS than in all other driers combined.

Free booklets on request, one telling **how to test grain** for moisture, one telling **how to dry grain**, and another giving the statements of a lot of your friends who have had experience. Ask for them; you'll be interested.

HESS WARMING & VENTILATING CO.
907 Tacoma Building, Chicago



The WESTERN Line Includes Everything Required in and About a Grain Elevator

All orders, large and small, receive the same careful attention.
We pride ourselves on prompt shipments. Give our service a trial.

Bearings
Belting
Belt Conveyors
Belt Tighteners
Boilers
Bolts
Boots
Buckets
Bucket Bolts
Boot Tanks
Car Loaders
Car Pullers
Chain Drag Feeders
Cleaners
Cotton Waste
Couplings
Distributors
Dock Spouts

Elevator Heads
Engines
Feed Gates
Feed Mills
Fire Pails
Flexible Spouts
Friction Clutches
Garage Irons
Gears
Grain Samplers
Grain Testers
Grease Cups
Grinders
Indicators
Lace Leather
Link Belting
Manlifts
Perforated Metal

Power Shovels
Pulleys
Rope Drives
Scales
Screw Conveyors
Set Collars
Shafting
Sheppers
Speed Indicators
Spouting
Sprocket Wheels
Stay Rods
Steel Legging
Suction Fans
Take-ups
Turnheads
Washers
Wire Cloth

Write for catalogue

UNION IRON WORKS, Decatur, Ill.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE—Three roll corn mill. In good condition. A bargain to the first bidder. G. W. Moore, Moore, Pa.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

One 12 INCH MONARCH Attrition mill for sale. \$75. Guaranteed as good as new. Address Monarch, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

No. 3 Marseilles Sheller.
25 h.p. Western Electric Induction Motor.
1 Rapid-Fire Hay Press.
All in first class condition. Address C. B., Box 1, Grain Dealers Journal, Chicago.

FOR SALE.

One Barnard & Leas wheat cleaner.
One corn and corn cob cleaner.
One Fairbanks 10 H. P. power gasoline engine.
One 15 H. P. Steam engine.
One steam corn sheller.
One corn grinder.
One hopper scale, carload capacity.
Iron shafting, 14 iron and 4 wood pulleys, belting, etc., for a complete elevator. Address Albert Maust, Falls City, Nebr.

SNAPS. Salem elevator cups, hardly show that they have been used, 6"x18"—16c each. 6"x16"—14c each. One 5 H. P. steam engine, run a very little—\$40. Two Fairbanks Hopper Scales with timbers—\$40 each. One No. 9 Monitor Dustless double barley separator, late model—\$85. One Rochester grain flax and seed cleaner, nearly new—\$35. New perforated zinc sheets 5c per square foot. Eight steam pumps, and three gasoline engines, exceptional bargains. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka. No. 4½ Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnard's.

Feed Mills, 9x18 Hutchison; 7x14 Great Western; 6x18 Hutchison; 9x18 Graham, all two pair high; 9x24 Alfree, and 9x30 Wolf, all three pair high; No. 3A Howell three Roller Mill, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 22 inch and 26 inch Foos, 30 inch American, 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 24 inch Robinson, 18 inch Excel.

Corn Crushers, No. 7 Bowsher; No. 1, Styles N. L. and T. Foos; Nos. 5 and 6 Excel; No. 2 Acme.

Corn Shellers—No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard and 2-Hole Joliet, Western Mill Sheller.

Steam Drier—No. 3 Cutler with steam trap.

Elevator Belts—800 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for December issue of "Gump Bargains," giving complete list of all machines in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

FOR SALE—Two Clark Automatic Grain Shovels, slightly used, first rate condition. Address Fred Wehle, Louisville, Ky.

ONE 25 H. P. Charter Gas Engine, No. 2 Invincible receiving separator, Hercules bran packer, controllable wagon dump, pulleys, boots, etc. All new. Write Burronn Grain Co., Burronn, Kan.

FOR SALE—Complete machinery for 150 bbl. Roller Process Flour Mill, including new 125 H. P. engine and boiler. All in first class shape, rolls recently recorugated. For further information address Roller, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE CHEAP.

Two burner Hess Grain Tester.
One oat clipper.
One warehouse separator.
One 48,000 lb. Buffalo Hopper Scale with all framing timbers. Buffalo Hopper Scale.
All the above in first class condition.
The Raymond P. Lipe Co., Toledo, Ohio.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive: 1-9"x15" Case; 1-7"x18" 3 pair high Alfrees, belt drive; 1-7"x15" Alfrees, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

WANTED. Good second-hand automatic steam engine. Address Reed-Bear Grain Co., Hicksville, Ohio.

WANTED—Good second hand 3 pair high Feed Roll. State condition and price. Address Roll, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

SCALES FOR SALE.

80 TON HOWE RAILROAD SCALE for sale, first class condition, \$200. Cohen-Swartz Rail & Steel Co., St. Louis, Mo.

TWO SECOND HAND Automatic Scales for sale. Good as new. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequaled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

REFITTED SCALES.
400-600-800-1000 and 1500 lb. Portables. 4-6 and 10 ton 14 and 22 ft. Wagon. 1200-2000-2500 and 5000 lb. Dormants. 48 ft. 80 ton and 44 ft. 100 ton R. R. Track. The right scale at the right price. Southern Scale Co., 407 N. 4th, St. Louis.

GASOLINE ENGINES

10 H. P. INTERNATIONAL GASOLINE engine for sale. Used 5 months. Putting in electric power reason for selling. Frank Gibbons, Dwight, Ill.

COLUMBUS GAS ENGINE for sale, which has just been overhauled. In good condition. A snap if taken at once. The Pierce Grain & Hay Co., Van Wert, Ohio.

1 FINE 5 H. P. Fairbanks-Morse horizontal gasoline engine, only \$78. Fifty other good propositions for the power users. State your requirements before you buy. Badger Motor Co., Milwaukee, Wis.

FOR SALE—12 h.p. stationary Webster gasoline engine \$225; 15 h.p. stationary Fairbanks gasoline engine \$325. Both of these engines have been sent back to the factory to have the cylinders re-bored and new pistons so that both are practically as good as new. Bad Axe Grain Co., Bad Axe, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—40 H. P. Chandler & Taylor steam engine. Good as new. \$150. Fortville Milling Co., Fortville, Ind.

1-45 H. P. Columbus gasoline engine,
1-60 H. P. Brownell Auto steam engine.
1-25 H. P. Atlas steam engine.
1-25 H. P. Lansing steam engine.
For sale cheap.
McLaughlin, Ward & Co., Jackson, Mich.

DYNAMOS—MOTORS.

SPECIAL BARGAINS.

One Brand New Western Electric Motor, 20 H. P., 220 or 440 volts, 900 revolutions, 30 phase, 60 cycle Induction motor complete with pulley, Rails and starter—\$250 f. o. b. Chicago. Other bargains in first class used motors—write at once for prices.
F. H. Nagelstock, Rector Bldg., Chicago.

ELECTRIC MACHINERY BARGAINS.
180 Light, 125 Volt, Multi-Polar, Westinghouse dynamo, complete with switchboard \$155

50 Light, 110 Volt dynamo, new, complete with switchboard and 5 h. p. hopper cooled gasoline engine 250
5 h. p. 3 phase motor 65
All sizes of motors and dynamos at lowest prices. Send us your inquiries.
Aaron Electric Co.,
118 S. Clinton St., Chicago, Ill.

FERRETS.

FERRETS FOR SALE—Don't let rats destroy your property and eat up your profits when ferrets will exterminate them. Prices right. Address Keefer Bros., Greenwich, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

The GRAIN DEALERS JOURNAL.

ELEVATORS FOR SALE.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS—For sale 12,000 bu. elevator and coal business. A good proposition, \$6,500. Address B. J. B., Box 2, Grain Dealers Journal, Chicago, Ill.

KANSAS—For sale 10,000 bu. elevator on Mo. P. R. R., at Manning, Kans. House in good repair, and in good wheat country. For particulars write Evert Keller, Odessa, Mo.

ILLINOIS elevator on C. I. & S. R. R., 20,000 bus. capacity, in good condition, good station, no competition. If you want a good business write Best Opportunity, Box 3, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN ILLINOIS. For sale \$6,500 or rent \$75 per month, 30 M. cribbed first class elevator. Receipts about 200,000. No competition. Address M. E. Y., Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA. For sale—lumber yard, 2 elevators, 6 coal bins and cement block plant, all one business in Cherokee, Iowa; all doing good business. Address Elmo Archer, Cherokee, Iowa.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

OHIO—For sale 40,000 bu. elevator and coal business located on Big 4 and T. & O. C. Rys. Handles 150,000 bus. annually. No competition. Price \$12,000. Inquire of O. D. Brungard, Ridgeway, Ohio.

SOUTHWESTERN KANSAS—10,000 bus. turkey wheat elevator, new machinery, no competition, shipped 85,000 bus. in 3 months. \$5,000. Address Turkey, Box 2, Grain Dealers Journal, Chicago.

MICHIGAN—For sale, 25,000 bus. cribbed elevator, loose and baled hay barn, fruit and potatoe storage. A bargain if bought quick. Address Bargain, Box 2, Grain Dealers Journal, Chicago.

WISCONSIN. 10,000 bu. elevator and 50 bbl. steam roller mill for sale. On side track of main line of C. M. & St. P. R. R. No competition. Up to date flour and feed mill (Allis System). Everything in good running order. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago.

OKLAHOMA. \$4,500 gets best 15,000 bu. studded elevator in eastern Okla. Built 3 yrs. 40 to 60 M. bu. annually; corn meal and feed outfit; all cost \$6,000; good hay and hog point and large territory to draw from. Address Okla., Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA. Offer 17 elevators \$8,000 to \$10,000 each, ship from 90M. to 125M. each, all with a good retail business. 23 from \$10,000 to \$15,000, desirable that ship from 125M. to 175M. each, and 19, which ship from 150M. to 225M. at \$10,000 to \$17,000. Neither of the above averaged less than 25% net profits for 3 years past. John A. Rice, Frankfort, Ind.

INDIANA—For Sale, one of my four grain elevators. Two on the C. & E. R. R. and two on the L. E. & W. R. R. Will sell one on either road at Athens on the Erie or Walnut on the L. E. & W. Elevators in first class condition, with large coal, drain tile, flour and feed business in connection. Choice of either at reasonable price. Address B. Nofstger, Rochester, Ind.

SOUTHERN KANSAS. For sale or trade for land. Roller flour mill equipped with 125 H. P. new engine and boiler. 8,000 bu. elevator with 5 dumps, corn sheller, two grain cleaners, two feed rolls. 300 bu. Fairbanks Hopper Scale, 35 H. P. gas engine and 15 lots. Located on main line of the Santa Fe in Southern Kansas. For further information address M. W. T., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA. For sale two good cribbed elevators in northwest Iowa on the Rock Island. Address K. R., Box 1, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

ILLINOIS. For sale, my elevators at Holder, and Brokaw, Ill. Bed rock price and terms to suit purchaser. Address Holder, Box 12, Grain Dealers Journal, Chicago, Ill.

OHIO. Here's a Bargain. 15,000 bu. elevator and 150 bbl. mill for sale. Everything in A1 condition. Good grain territory. 160 H. P. engine. First bidder buys. Address A1, Box 3, Grain Dealers Journal, Chicago, Ill.

IAWA. For sale, new grain elevator, Franklin County, Iowa, on Rock Island Railroad, fine territory. New station earning good profits, easy terms, satisfactory reason for selling. Address Box 440, Des Moines, Ia.

FOR SALE PART INTEREST or all of 50,000 bu. grain elevator, also 100 car hay warehouse, with established profitable grain business, at large terminal market Address Terminal, Box 3, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale elevator and alfalfa mill, mill property on three lots, good machinery and in good running order. The plant cost \$8,000, will sell for 50c on the dollar. Write quick, Okla., Box 3, Grain Dealers Journal, Chicago, Ill.

IAWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

ILLINOIS—Elevator of about 8,000 bus. storage capacity, in a good grain territory. Everything in good repair. Can handle 300 to 500 bus. per hour. Reason for selling I have two and cannot personally superintend both. Situated on L. & N. R. R. in Gallatin Co. Good outlet to southern markets. For particulars address P. O. Box 275, Shawneetown, Ill.

WESTERN OHIO—25,000 bus. heavy cribbed elevator for sale. On own ground. Steam power, strong concrete foundation. Elevator and engine room floors concrete. Iron siding and roof, three stands of elevators, corn cleaner, corn sheller, attrition mill, wagon, hopper and platform scales. An up-to-date elevator. First class machinery and mill work. Handle flour, feed, salt, seeds, etc., as side line. Write O. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevator for sale with John A. Rice, Frankfort, Ind., exclusive elevator broker for years. Buyers buy of us and get the benefit of our 12 years' experience every day and choice of our 1,100 elevators.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

INFORMATION.

SEED TRIER manufacturer's address wanted. I. B. Buyer, Box 3, Grain Dealers Journal, Chicago, Ill.

E. N. SMITH, formerly of Ada, Ohio. Present address wanted. Address E. E. S., Box 3, Grain Dealers Journal, Chicago, Ill.

WHITE CORN MEAL shipper's address wanted in Illinois and Chicago. Write Meal, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—Grain, feed and coal business in Central or Middle Western States, in town of 8-15,000 population. Address Box 59, R. F. D. No. 4, Washington, Ind.

CHOICE NORTH DAKOTA Farming and City property, which I will trade for a grain elevator at a good grain point in North or South Dakota or Minnesota. Write for particulars to Box 41, Glendive, Mont.

WILL EXCHANGE my 185 acre North Dakota farm for a good elevator in a good grain country. 140 acres under cultivation, good buildings and water. Can give possession at once with clear title. Address Dakota, Box 3, Grain Dealers Journal, Chicago.

WANTED TO TRADE two sections of good Montana grazing land with abundance of grass and water for an elevator in a live North Dakota or South Dakota town. Frank A. Cousins, Bismarck, N. D.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WE HAVE 240 ACRES of good alfalfa land, seven miles from good town. River running through one side of it. Can all be irrigated with the cost of about a \$1,000.00, but does not need it to grow alfalfa. Will trade for a good corn elevator at a good station. Give time on difference. Address Patton-Douglas Grain Co., Texoma, Okla.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. LaCrosse Wrecking & Lumber Co., LaCrosse, Wisconsin.

BUSINESS OPPORTUNITIES.

GRAIN, COAL AND IMPLEMENT business for sale. Good for \$5,000 per year. Investigate. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

NORTH CENTRAL IOWA. For sale grain, coal and live stock business, all doing a right good and profitable business. Consideration \$4,500. Address Profitable, Box 1, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—Feed Store in Western Illinois near St. Louis. Live city of 12,000. Plant equipped with all necessary machinery to handle grain. Everything in first class condition. Private switch, plenty of ware room and vacant property. Property not for sale. This is an excellent location for a flour store in addition to the feed business. There are but two feed stores in town and no flour stores. For further particulars address Granite City Lime & Cement Co., Granite City, Ill.

CONTROLLING STOCK in the best Corn Milling and Elevator plant in the South, strictly modern. Capacity 1,500 barrels Meal and Grits daily, and a carload of Chops per hour. Natural gas for fuel. Automatic sprinkler equipment, cheap insurance. About half of the output salable at the mill door most of the year, and tributary to the largest consuming territory in the country. Favorable transit privileges. Private tracks from two trunk lines of railroads into plant. A brilliant proposition as a money-maker. The opportunity of a life-time. Seller must move on account of ill health. Interested parties address Southern, Box 3, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. E. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

MICHIGAN MILL FOR SALE. Complete 75 bbl. steam roller mill for sale, cheap for cash if taken immediately. On railroad in town of 3,000. Excellent location for farmers elevator. Address H. Lewis, 216 S. State St., Ann Arbor, Mich.

FOR SALE CHEAP to settle estate. One of the largest flour mills in the South, with large shipping and local trade. Fully equipped with latest improved machinery. Located on two R. R.'s, in center of big wheat growing section. A great bargain to quick buyer. For full particulars, address Box 55, Winchester, Va.

FOR SALE—Edna City Feed & Meal Mill, Edna, Kans. Mill doing good business, and a paying institution. Will sell for \$5,000 cash and invoice stock and supplies on hand at cost, will invoice about \$1,000. Reason for selling want to change climates. Address C. E. Page, Edna, Kans.

LAND FOR SALE.

FOR SALE—One half section of land in Barton Co., Mo., to settle estate of John G. Bruns; for particulars call on or write F. A. Bruns, Willmington, Ill.

FOR SALE OR TRADE. 200 acres of land adjoining good town in the Panhandle of Texas, improved, all in cultivation. Clear. Address McMillen & Fergus, Van Wert, O.

BIDS WANTED.

NOTICE TO CONTRACTORS AND BUILDERS. The Grain & Lumber Company of Dodge, Neb., will receive bids for the construction of a frame elevator to be built at Dodge, Neb., all bids to be accompanied by a Certified Check to the sum of \$500. The building committee reserves the right to reject any and all bids. Plans and specifications will be on exhibit at the Farmers' State and First National Banks at Dodge, Neb. Bids will be closed at 1 o'clock, Feb. 27th, 1912, and contract let on same date. For further particulars write Farmers' Grain & Lumber Co., of Dodge, Neb.

FLOUR FOR SALE

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

What have you?

FOR SALE
An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal
CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

SITUATIONS WANTED.

POSITION WANTED as grain buyer or to handle elevator; four years' experience. Address G. G., Box 113, Palco, Kans.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED. Position as manager or assistant manager of elevator, experienced. O. D. Amend, 720 N. 11th st., Independence, Kan.

GRAIN BUYER wants position with grain firm, 8 years' experience, married and speaks German. Write H. J. Shaffer, 62 W. Military St., Fremont, Nebr.

WANTED POSITION by hustling young married man, 6 years' experience as manager of elevator. Good accountant. What have you? Address Hustler, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED by young man position as manager of elevator, farmers or line company, 8 years' experience in Illinois. References from well-known grain men. Address Oak, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN desires position in grain business in Illinois or Indiana. 10 years in grain business. Can give best of references. Write W. S. P., Box 3, Grain Dealers Journal, Chicago, Ill.

MANAGER of Farmers Elevator Co. is out of job until next fall, crop failure. Would like to get in with good company. Speak German, not afraid of work. Address S. S., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BUILDER and an Al scale and engine mechanic desires position as line man with a Western Elevator Company. Two years' experience as grain buyer. Address P. X. Q., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor for good commission house or receiving and shipping firm from and after Feb. 15, 1912, by a person of large acquaintance among elevator men in Eastern Iowa. Address S. M. P., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as manager of farmers elevator company by a man of 30, and 7 years of experience in grain business. Speak English and German fluently. Will change by March 1st. Write H. F. H., Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager, chief clerk, solicitor or general office man by a married man thirty years old, 10 years' experience buying and shipping grain in Kansas, Oklahoma and Texas. Gilt edged references. Address Grain Man, Box 3, Grain Dealers Journal, Chicago, Ill.

STRAW FOR SALE.

FOR SALE.
Few cars of
GOOD, BRIGHT WHEAT STRAW.
Address The Richter Grain Co., Andrews Bldg., Cincinnati, Ohio.

MEAL WANTED.

MEAL AND CHOPS WANTED. We are in the market for continuous shipments of corn meal and chops and will be pleased to hear from manufacturers. Metzger & Gibson, Meridian, Miss.

WE ARE ALWAYS IN THE MARKET for straight and mixed cars—corn chops, sacked corn, straight and millrun bran, corn meal in 35 lb. and 17½ lb. sacks, oats, in fact all kinds of feedstuffs delivered basis Group 1 Texas Points. Shall be pleased to have prices from reliable manufacturers. Address S. F. Nelson, Winnsboro, Tex.

HELP WANTED.

TRAVELING SALESMAN calling on elevators, etc., will hear of highly profitable side line (no samples) by addressing Dept. B, Box 663, Cincinnati, O.

WANTED—Elevator man to take charge of Malthouse elevator in Wisconsin. State age, experience, salary and reference. Address Malt, Box 3, Grain Dealers Journal, Chicago, Ill.

CONSTRUCTION SUPERINTENDENTS WANTED

For Concrete Grain Elevators
Only those experienced in building large terminal elevators need apply. State record, when available, and salary desired. Write Wanted, Box 3, Grain Dealers Journal, Chicago, Illinois

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

WANT MACARONI HARD WHEAT, orange and amber cane. Send samples and quote prices. Robert Nicholson, Wholesale Seeds and Grain, Dallas, Texas.

WANTED. Yellow ear corn, shelled corn, white oats, hay, straw, potatoes, cabbage, apples and roots, also packing hay in car lots. C. T. Hamilton, New Castle, Pa.

QUOTE CORN in two bushel bags, bran, ear corn, sacked oats, pure corn chops and hay, car lots delivered group three Texas points. Everett Grain Company, Belton, Texas.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED.

Few cars of

LOW-GRADE CHICKEN WHEAT.
Send large samples, and quote. The Richter Grain Co., Andrews Bldg., Cincinnati, Ohio.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

GRAIN FOR SALE.

If you want good
WHITE OR YELLOW MILLING CORN
Write or wire
SAMPLES AND PRICES
Upon request.
THE RICHTER GRAIN CO.,
305 Andrews Bldg.,
Cincinnati, Ohio.

WHO WANTS CORN AND OATS?

Write the Golden West Grain Company, Sioux Falls, S. D. They have an abundance of it and can ship everywhere.

Three Cars.

GOOD WINTER WHEAT SCREENINGS
100 lb. sacks
SAMPLES AND PRICES
Upon Request.
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SEEDS FOR SALE—WANTED

Can You Offer

Cane - Millet - Clover - Pop Corn
Send Samples

J. G. Peppard Seed Co.
Kansas City, Mo.

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.
OGDEN, UTAH
Est. 1887

KAFFIR KORN and MILO MAIZE

Tomlin Grain Co.
KANSAS CITY, MO.
BUYERS AND
DISTRIBUTORS
Ask Us For Price

BUYERS
IN LARGE or SMALL LOTS
MEDIUM RED and ALSIKE CLOVERS
ALSO TIMOTHY

Mail Samples Today

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KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

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SEEDS WANTED.

WANTED—Mammouth clover seed. Write Walter G. Trumpler, Tiffin, Ohio.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

BEARDLESS BARLEY WANTED for seed. Can use 100 bus. Send samples and prices. Elliott & Reid, Richmond, Ind.

WANTED TO BUY—Clover, Timothy and Alfalfa, fodder and field corn. Stoecker Seed Co., Box E, Peoria, Ill.

WANTED—Spring Rye for Seed, Red and Alsike Clover seed. Mail samples, state quantity and lowest price. L. Teweles & Co., Milwaukee, Wis.

SPELTZ WANTED—We are in the market for speltz, oats, barley, soy beans, cow peas, clover, millet and timothy in car lots or less. Please send samples, state how much you have to offer, and lowest price your track. Shenandoah Seed Co., Shenandoah, Iowa.

SEEDS FOR SALE.

WE HAVE a surplus of clover seed and alsike, and carry a full line of field seeds. Will be glad to send samples and prices on application. Caughey & Carran, Chamber of Commerce, Detroit, Mich.

WE HAVE 2,000 bus. of broom corn and millet seed to sell. We want to buy early varieties of sound straight lots of red or white or yellow corn for seed. Send us samples and quote price in carlots. N. J. Olsen, Moorhead, Minn.

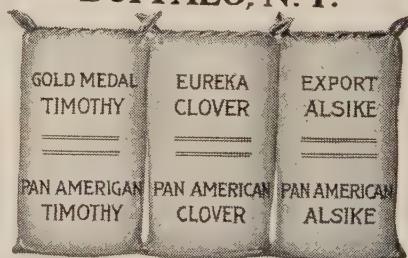
IF YOU ARE IN THE MARKET for Medium or Mamouth Clover Seed, also Alsike and Timothy Seed, ask for samples. If you have seed for sale mail samples. Kraus & Apelbaum, Columbia City, Ind.

DAKOTA GROWN SEED CORN. All early varieties of high germination. Well milled, car lots or less. Write for prices. Dakota Improved Seed Co., 99 Main St., Mitchell, S. Dak.



Headquarters for
Wisconsin Grown
Timothy and Clover
Also Dry Land Montana
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ROSENBERG & LIEBERMAN
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Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

If there is a harvest ahead—even though it be a distant one—it is poor thrift to be stingy with your seed corn

—Carlyle

Select good seed and plant it here

Grain Dealers Journal.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

HIGH GRADE SEED CORN and seeds for 1912. Send for catalog. Address Geo. T. Fielding & Sons, Manhattan, Kan.

ORCHARD GRASS AND BLUE GRASS. Ask for free booklet, samples and prices, car lots or less. Louisville Seed Co., Louisville, Ky.

SEED CORN for sale. Johnson Co., white; Johnson Co., yellow; and Reids yellow Dent. Tested and Guaranteed. B. F. Cole, Trafalgar, Ind.

PEAS. Whippoorwill, Blackeyed and Cream Peas in local or car lots. Ask for prices, f. o. b. Texas points. Reinhart Grain Co., McKinney, Texas.

GERMAN MILLET is our specialty and we are now in position to furnish the trade with new crop seed either in small or large quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

CHOICE ALFALFA SEED for sale. Guaranteed free from weed seeds or dodder. U. S. Agri. test 98.75% pure. In bushel lots \$11 per bushel, less \$11.50 per bushel. Write, J. M. Gates, Fort Crook, Nebr.

FOR SALE

Alfalfa Seed Timothy Seed
THE NEBRASKA SEED COMPANY
OMAHA, - NEBRASKA

SEEDS FOR SALE.

ALSIKE and timothy seed. For prices and samples, write Walter G. Trumpler, Tiffin, Ohio.

UTAH ALFALFA SEED. Quality right, price right. Vogeler Seed Co., Salt Lake City, Utah.

FOR SALE a few cars of Hungarian seed. Send for samples and prices. C. E. Nichols & Co., Lowell, Ind.

FOR SALE—Clover and Timothy as per prices and samples. Stoecker Seed Co., Box E, Peoria, Ill.

WE HAVE 11,000 bu. of choice orange cane seed for sale. New crops. Ask for prices. Fairchild Bros., Endicott, Nebr.

BLACK AMBER CANE for sale. Fine seed and can furnish several cars at present. Write or wire Fowler Elevator Co., Fowler, Kansas.

FOR SALE—Minnesota grown Blue Stem Wheat, Russian Green Seed Oats, Early White Seed Oats, Early Yellow Seed Oats, both a spread top oat, Iowa grown, Minnesota grown Yellow Dent and White Dent Seed Corn. Write for samples and prices. St. John Grain Co., Heron Lake, Minn.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

SEEDS FOR SALE.

HOME GROWN
MEDIUM AND MAMMOUTH RED CLOVER
ALSIKE AND TIMOTHY.

If you want high grade qualities, we have them.

Write for samples and prices. LOOK OUT for the FOREIGN MIXTURES, at a little less money. Get the best that can be procured. We sell that kind.

THE SNEATH-CUNNINGHAM CO.,
TIFFIN, OHIO.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSIKE AND
ALFALFA CLOVERS, RED TOP, MILLETS,
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

IF YOU WANT

the Top of The Market for your
TIMOTHY SEED Mail 2 oz. samples for bids to

SEED G. S. MANN, BROKER
512 Postal Telegraph Bldg., CHICAGO, ILL.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples

Toledo, Ohio.

The Indiana Seed Co.

Indianapolis, Ind.

We are in the market for Clover, Timothy,
Aisike and other field seeds.

Send samples for our bids

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DICKINSON

COMPANY

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Orchard Grass
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COTTON AND JUTE BAGS
EVANSVILLE, INDIANA



Minneapolis Seed Company

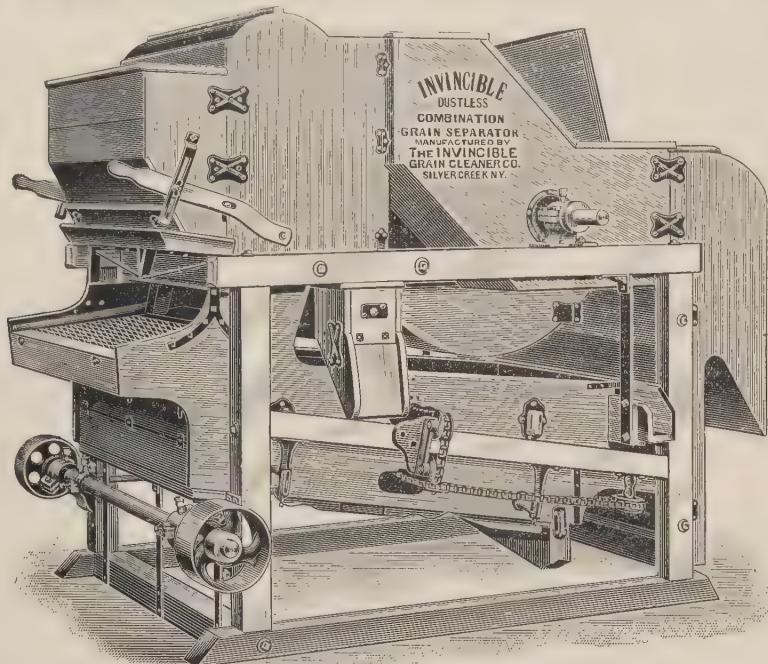
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

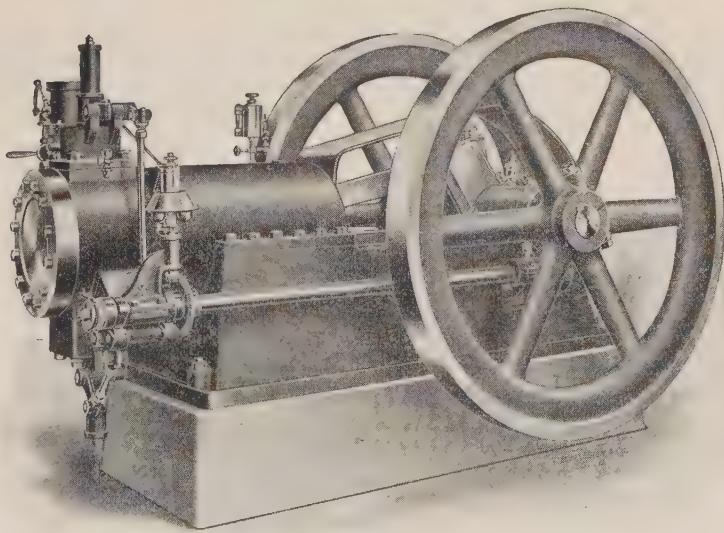
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Are the most economical POWER that can be installed, no risk, always ready to start.

They are strong, durable and reliable. Each engine is fully guaranteed for power and the consumption of fuel.

The SUPERIOR is especially adapted to operate ELEVATORS, grinding MILLS and corn SHELTERS, and all other MILL and FARM machinery.

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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

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315 S. La Salle Street, Chicago, Ill.
CHARLES S. CLARK, Manager

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 10, 1912

BIN BURNT or mow burnt grain is poisonous and cannot be mixed with good grain for interstate shipment with safety, as all of it is likely to be confiscated by the Bureau of Chemistry.

KANSAS grain dealers are opposed to the establishment of a dockage system on wheat, as proposed by the millers of the Southwest, and naturally the subject is affording some agitation. Who should pay for the dirt?

COUNTRY grain buyers will find an occasional circular letter to the farmers of their territory a profitable investment. It will help to establish cordial relations and increase the chances of the farmer calling whenever he comes to town.

SINCE the corn dryers have been working overtime for several months it is easy to discern they will be unable to save all of the hot corn during the spring months, and if Doctor Wiley gets after it he will be kept more than busy.

THE MOISTURE TESTER, according to the views of grain dealers, whose experiences are reflected in "Asked-Answered" this number, is a good thing, and not one of our correspondents seems to be willing even to attempt to get along without such a device.

THE LOWER grades of all grain must be bot on wider margins in order that the country elevator men may clean and place the grain in acceptable condition for interstate shipment. Hot or mahogany corn, except for distilling purposes, is likely to make trouble.

THE CANADIAN PACIFIC RY. has won the medal for length of time required to transport a carload of grain. It issued a B/L on Sept. 30th at Herbert. The grain was inspected at Ft. William Jan. 20th. Any shippers having knowledge of a delay that can beat this should prepare to prove their statement before making it.

IF DR. WILEY'S interpretation of the law is complied with, it will be necessary for every country elevator man to handle all grain more carefully, to classify it exactly as received and to clean it thoroughly before loading for interstate shipment. Every country house will need more carload bins to facilitate the keeping of each grade by itself.

IT would seem that whenever a congressman has nothing else to do, he drafts another anti-option bill. Over 30 are now on file with the Committee on Agriculture of the House, and no doubt hearings will eventually be granted, and the work of educating the law makers as to what the exchanges are doing and trying to do will of necessity be undertaken again.

SHIPPERS of corn to Southwestern brokers continue to encounter grief and trouble, and everyone who complains is in so deep he will not permit his distress signal to be spread on our pages, because he fears that would cause a rapid increase in his losses. The complaints are many and each one seems to fear the worst is yet to come. More care is needed in selecting distant brokers and corn for shipment to Texas.

AN ILLINOIS feeder, who stores screenings in large quantities, writes that they occasionally get so hot that they scorch. This is additional evidence of the necessity of removing all screenings from small grain before shipping. To load screenings into a car with good grain is not only to run the chance of the entire lot spoiling, but in case of interstate shipment, the dealer will run the additional danger of having it confiscated by Dr. Wiley.

ILLINOIS grain dealers will have three legal holidays this month, a fact that must be considered by everyone making contracts in which business days are specified for their fulfillment. All experience seems to emphasize the advantage of using calendar days only, in specifying time for the shipment of grain. When the period is expressed in calendar days it has the same meaning to everyone, and conflicting or ambiguous rules of markets or associations as to the time of shipment, cause no trouble in the trade.

FARMERS who offer damp, sprouting, badly shrunk, or bleached, light weight, musty, mowburnt, weevily, smutty, mixed or heating grain must expect to be discounted most liberally, and some shippers will no doubt refuse to handle such stuff at any price, *except* for the account of the farmer. This will place the burden of marketing dangerous stuff with the grower where it belongs.

THE country needs the Remsen Board as a Court of Appeals from the unreasonable decisions of Doctor Wiley, and it behooves everyone to write and wire his representatives in Congress protesting against all efforts to cripple the board or to discontinue it by shutting off the appropriations for its needs. WRITE TODAY and induce your farmer patrons to do likewise.

WILL farmers plant large varieties of corn again this spring and run the chance of harvesting a crop of water? Shippers will not long buy it at old-time discounts because they can no longer ship it across the state line, but must dry and clean it thoroly before loading. It begins to look as tho a man without a dryer at his command would not dare to make interstate shipments of corn.

DISTILLERS shud be able to buy "spoiled" grain at their own price now that King Wiley says it may be carried in interstate shipments only for that purpose, and he insists that his department alone shall decide when it is spoiled. Can it be possible the distillers are not satisfied with present profits? Has the great Doctor cornered all power to judge intelligently of quality in grain?

WHILE Dr. Wiley's prosecution of millers for bleaching flour with electricity has not yet reached that successful issue, which he had hoped, he is still persisting in his persecution of the millers who strive to supply the housewife with flour from which she can make the much coveted white bread. A case involving this same controversy was dismissed by an English court recently. If the bleached flour is healthful in England, it should be here.

AN OVERZEALOUS, near-sighted senator from South Carolina has introduced a bill, designed to impose a transfer tax of \$2.00 per bale upon all cotton sold, with the provision that whenever it is sold to a consumer, he can obtain a refund of \$1.95 per bale. Others who pay the transfer tax will not be able to obtain any refund. While such a transfer tax no doubt would be within the limits of the law, still it would soon work such a material increase in the cost of cotton that the consumers would demand a quick repeal of the law, and it would fail of its purpose.

FROZEN HYDRANTS, water barrels and fire fighting appliances have helped to increase the losses caused by fires in so many cases during the recent cold spell that the Mutual Fire Prevention Buro has come out with a circular, recommending the more general use of calcium chloride solutions instead of salt solutions. The wonder is that dealers everywhere did not adopt this non-freezing solution long ago.

A CORRESPONDENT, in "Letters" this number, impresses upon shippers the necessity of placing their orders for cars in writing. We might add it would be to their advantage to keep a carbon copy of each order, and when order is not filled with reasonable promptness to supplement it with a letter to freight traffic manager. In periods of scarcity, it is natural that only the persistent, who persevere in demanding cars will get them. It is simply the reward of earnest effort.

AN IOWA shipper, who has experienced the advantages of loading grain into cars well lined with burlap or paper, has refused to ship grain over another road except in a carefully coopered car, and he rightly maintains that the saving is so great, the carrier should be glad to pay him not only for the material used in coopering the car, but for his time in doing the work. Even then the carrier will be much ahead, judging from the heavy shortage claims they have paid in the past. Roads which have recognized the folly of attempting to ballast their rights of way with expensive grain would not think of permitting grain to be loaded into any but grain tight cars, in fact no road can afford to waste grain, as all have been doing heretofore, and all must soon provide good cars for the transportation of grain, as ordered by the Interstate Commerce Commission.

IT BEHOOVES shippers who persist in invoicing or stipulating the grade of grain shipped across state lines, to be overly cautious in their classification. The Pendleton Grain Co. of St. Louis shipped oats to New Orleans as No. 3 White Oats, which were libeled by the government, because its inspectors found the shipment to contain about 70 to 75% of white oats, 2 7/10% black oats, 20 to 26% barley and other seed, and about 2% of inert matter. Adulteration was claimed, and a judgment rendered under the pure food law. The shipper gave a bond to reclaim its property on the condition that the grain would not again be sold in violation of the pure food law. It is evident that the Buro of Chemistry proposes to have the grain trade conducted with chemical exactness. This may seem impracticable to the average grain man, but his only remedy lies thru his representatives in Congress.

EVERYONE interested in the interstate grain trade will go to St. Louis Feb. 23 and help formulate some plan of action in regard to the enforcement of the Food and Drug Act as it relates to the marketing of grain. While it will eventually affect the producer and the consumer more than the middleman, still it seems to be necessary for the grain dealers to lead the way in any fight which is to be made.

PURIFIED OATS MUST NOT BE SHIPPED ACROSS STATE LINES.

The Buro of Chemistry of the Agricultural Dept., in interpreting the Food and Drugs Act, holds that those who handle bleached or purified oats in interstate commerce are liable to have it confiscated and themselves prosecuted, as the Doctor considers oats so treated to be adulterated, even tho both invoice and certificate of inspection specifies that the oats are sulphured or purified. The Buro of Chemistry holds it to be illegal, because oats so treated will be considered by the department as adulterated.

It is generally admitted that the cleaning and purifying of the oats, which removes the weather stains and improves their general appearance, in reality raises the quality of the oats. All must and ground smells are removed. The percentage of sulphur or moisture which is retained by the oats after they are cooled, is so small as to be a negligible quantity. The largest amount of sulphur found in any sample of bleached oats is said to be 48-10,000ths. Oats could not carry much moisture in distant shipments, without danger of heating and getting sour. It is admitted that the percentage of germination of oats is materially reduced if the oats are overheated in the sulphuring process, but ordinarily the oats are not kept in the sulphuring compartment long enough to be damaged and sulphured oats are designed only for feed.

The discontinuance of the practice will work more harm to growers than to the middlemen, because the middlemen can easily protect themselves by refusing to pay high prices for the low grades of oats, as they have been doing heretofore, in fact the lower grades on the Chicago market have declined 4 to 5c this week, and as Dr. Wiley's interpretation of the law is forced more rigidly upon the trade, the margin between the good and poor oats will be much wider.

Notwithstanding the Doctor's threats against the bleachers some firms will continue to supply their trade with "sulphured oats" as heretofore without any attempt at deception or fraud. Others will build bleachers in consuming states and sulphur the oats after they arrive in the state where they will be consumed.

INTERSTATE SHIPMENTS OF GRAIN BELOW INVOICE GRADE.

If the interpretation of the Buro of Chemistry of the Food and Drug Act of June 30, 1906, is sustained those who ship grain across state lines need to exercise extreme caution, else their grain will be confiscated and they will be prosecuted and in reality persecuted.

Dr. Wiley does not consider a certificate of a duly organized grain inspection department that a certain grade of grain has been placed in a car or ship as conclusive evidence that buyer will receive the grade bot. He recognizes the weakness of state inspectors for overgrading grain going beyond their jurisdiction and condemns it as misbranding, and altho the shipper may have protested vigorously against the grading his grain will be confiscated and himself prosecuted for misbranding. The Doctor proposes to see that buyers get exactly what they pay for. This applies to all kinds of bulk grain as well as to packages of feed and seeds.

The many irritating situations liable to be experienced under such an interpretation of the law, even by dealers of honest intentions, are amazing. Some small grain and all corn may possibly get out of condition before it reaches the buyer, notwithstanding it was of good quality and in prime condition when loaded and may have been properly branded by disinterested inspectors at time of loading. All vegetable matter is subject to deterioration due to climatic changes, the risk of which must all fall on the shipper, even tho the buyer's terms of purchase specify that, weights and inspection at point of loading shall govern. The Doctor's position may be in keeping with the Food and Drugs Act, still Eastern buyers will have the right to contract for just what they want. However, in order to escape persecution at the hands of the Buro of Chemistry it may be necessary to accept delivery at the point of purchase and bill it as grain. Nearly all interstate shipments could be so classified without fear of being charged with misbranding. Large firms of the producing sections can establish agencies in consuming centers and ship grain which will not be branded until it enters the state of consumption.

Every shipper who grades his grain before it crosses a state line will be amazed to hear that the buyer, laboring under the influence of a declining market, declares the grain misbranded and threatens to call in the Buro of Chemistry unless seller quickly reduces both the grade and the price. Country dealers whose elevators are not equipped with first-class drying and cleaning machinery will hardly dare to sell any specified grade, or if they do will not dare to so bill it.

NEW DANGER TO INTERSTATE SHIPMENTS OF CORN.

Dr. Wiley's interpretation of the Pure Food law insofar as it effects interstate shipment of corn has so badly scared a number of shippers they are refusing to take in any more corn at any price, and naturally corn growers are becoming interested.

If the dear Doctor inspects a hundred cars of last year's corn started from any country station north of the Ohio river in March or April he will very likely find many of them hot and be put to the painful necessity of seizing or confiscating them, unless the shipper has the foresight to refrain from claiming his grain to be any better than "no grade" and to specify that it is intended "for distilling or export." The shipper may escape by branding his corn "not to be used for feeding purposes." His shipment may start on its journey a good No. 3, but if it encounters bad weather or the railroad company unduly delays its delivery, it is very likely to get so hot as to win condemnation at the hands of the impractical punctilious officials of the Bureau of Chemistry.

The railroads have been so crippled the last six weeks few shippers have been able to get cars and those loaded were not taken far. In the meantime shippers are out the interest on their investment, whether they drew against B/L or not. Zero weather alone has kept new corn in cars and elevator from spoiling. A scarcity of cars has diminished shipments until many country elevator men have much more corn in store than they care to take chances on during the spring season.

This new danger of confiscation for every shipment of spoiled grain crossing state lines will cause most of the corn shippers to be overly cautious in handling the damp corn of the last crop. Shippers so located as to dispose of soft and wet grain to consumers within their state will indeed be fortunate. This will enable the glucose mills, distillers, millers and feeders to buy poor grain grown within their state at a sacrifice price, because it can not with safety be shipped elsewhere.

This ruling of the chemists will apply with equal force to all grain, but inasmuch as corn is the only grain which often spoils in transit shippers are not much alarmed about its application to other grains.

If shippers will install moisture testers and buy the water logged corn at a price which will permit its drying before shipment out of the state, then they can afford to install driers and place all corn in prime condition before loading into cars. By this procedure they would be relieved of the danger of their grains spoiling and of confiscation because of

spoiling. This plan would seem to be more practical and surely more profitable than refusing to buy the poor grain at any price as some are now doing.

THE ST. LOUIS MEETING.

The Grain Dealers' National Ass'n has called a conference of delegates from all organizations interested in the growing and marketing of grain, to assemble in St. Louis Feb. 23d, for the purpose of canvassing the situation forced upon the grain trade by Dr. Wiley's interpretation of the Food and Drugs Act of June 30, 1906, and if possible, to devise some means of obtaining such relief as will enable the trade to continue its present methods of doing business, until all can obtain a clear understanding of what is necessary to comply with the law, as Dr. Wiley sees it.

At present, every grain shipper who indulges in interstate shipments, must necessarily approach his daily business with fear and trepidation. Few have a clear understanding of what is right, according to Dr. Wiley's law, or what may be done without prospect of interference. Every organization in any way interested in the growing or handling of grain should, in the interest of its own members, send delegates to the meeting, and help to secure such measures of relief as it may be deemed advisable to ask for.

WILL AMEND PURE FOOD LAW.

The House Committee on Interstate and Foreign Commerce has appointed a sub-committee, consisting of Representatives Richardson of Alabama, Stevens of Minnesota and Esch of Wisconsin, to take charge of all pending measures proposing the amendment of the Food and Drug law, of which there are many, and draft something which meets the ideas of the officials of the Bureau of Chemistry. When a measure, meeting the needs of the department, as seen by Dr. Wiley, is drafted, the committee may grant hearings to citizens now dissatisfied with the workings of the law, or who desire to protest against additional power being given the autocrat of the Agricultural Department.

It would seem to be advisable for grain dealers to protest against being required to adopt chemical laboratory methods for conducting a grain business. The law, as interpreted by Dr. Wiley, will not only greatly increase the cost of handling grain, but it will make it impossible for the majority of dealers to handle much of the grain now offered for sale by farmers, unless the farmers are willing to sell it at a liberal discount, so that it can be shipped to some cleaning and drying house, to be placed in condition to meet Dr. Wiley's requirements for interstate shipments.

THE SCALE inspector of the Indiana Grain Dealers Ass'n reports that about 70% of the wagon scales he has examined for grain dealers have their pits full of dirt and ice, so that correct weights are almost impossible. In some cases so much refuse has accumulated about the levers as to prevent any weights being obtained. No grain dealer can afford to guess at the weight of grain he is paying for, neither can he afford to underweigh the farmers' grain. It shud be his first duty each day to examine his wagon scales carefully and see that they are in prime working condition. He cannot determine this unless he is sure that his pit is free from ice and dirt.

THE CITY FATHERS are not always willing to force their weights upon the grain buyers of a town, and are just as reluctant to make good any loss occasioned the buyer by reason of city weigher's error in weighing the farmers' grain. One Iowa town council, however, did refund to a grain dealer, who depended entirely upon its weights, the sum of \$340.00, which was just one-half the shortage he claimed for a year. At another Iowa town, the elevator company simply bluffed the town council, first into cutting its rates in half and then into permitting it to weigh all its purchases of grain without interference. The city scale is a good thing for those who want to buy and sell by city weights, but the weights cannot be expected to be dependable, as the political weighman is changed occasionally, and he does not consider it his duty to see to it that the scale is kept in working order.

G. D. N. A. Will Meet Oct. 1-3.

The 16th annual convention of the Grain Dealers National Ass'n at Norfolk, Va., will be held on Oct. 1 to Oct. 3.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. M. 8210 was set out on our private switch at Gibson City, Ill., by the I. C. several days prior to Feb. 7. Drawbolt was pulled out and car was leaking white corn.—Noble Bros., per J. T. Oxley.

Car No. 65918 was stopped for repairs at Tolono, Ill., Feb. 3, leaking yellow corn badly over bolster; 10 or 15 bush. were spilled in the yards before car was repaired by the local car repairer.—Horton Bros. & Co.

N. Y. C. & H. R. 44572 passed thru Jamestown, Ind., about 2 o'clock in the afternoon of Jan. 29, leaking oats on south side.—Stafford Grain Co.

C. M. & St. P. 55292 passed eastbound thru Fairview, S. D., Jan. 24, with open leak at one end.—W. P. Manning, mgr. Farmers Co-op. Grain Co.

L. & N. 149207 passed thru Piasa, Ill., Jan. 23, leaking wheat bad at side door.—J. T. Darnielie.

C. M. & P. S. 201908 passed thru Cooper, Ia., southbound on C. M. & St. P., leaking oats at north end door.—D. Milligan Co., Jefferson, Ia.

CHICAGO DEALERS DISCUSS Wiley's Interpretation of Food and Drugs Act.

The cash grain trade of Chicago filled the visitors' room of the Board of Trade building on the afternoon of Feb. 3 to hear the report of the special comitee of three sent to Washington to confer with the Buro of Chemistry on the position of the Department of Agriculture as to seizures of shipments of hot corn, purified oats and grain incorrectly graded by state inspection departments. The comitee of three, consisting of H. N. Sager, J. C. F. Merrill and C. B. Pierce submitted the following report, which was read by Sec'y Geo. F. Stone:

THE COMMITTEE'S REPORT.

Your duly appointed committee to proceed to Washington for the purpose of conferring with Dr. H. W. Wiley, Chief of the Bureau of Chemistry of the Department of Agriculture, arranged with Dr. Wiley for a hearing on the morning of the 31st of January. There were present with us, on the invitation of the President of the Council of Grain Exchanges, representatives from the Exchanges of Kansas City, Duluth, Milwaukee, Toledo, Buffalo, New York, Peoria and Baltimore. The conference with Dr. Wiley occupied the forenoon and the courtesy extended to the delegates by Dr. Wiley, Dr. Doolittle and Dr. Dunlap, constituting the bureau of chemistry, and Dr. Duvel and Dr. Heyward, connected with the Department, was pronounced and every facility on their part was extended to the delegation. The conference developed three matters of very vital importance to not only the grain trade of Chicago, but of the country at large. these being:

1st. The liability incurred in shipping in interstate commerce hot grain which in the process of decomposition has reached a point making it injurious as food for man or animals.

2nd. The liability incurred in shipping in interstate commerce grain which is incorrectly graded by the inspection department at the point of shipment.

3rd. Liability incurred in handling in interstate commerce of oats that have been purified, or sulphured.

In regard to the first situation enumerated above concerning the danger of handling corn that is in process of heating which has deteriorated to such an extent as to become harmful to man or beast, Dr. Wiley and his associates hold it to be unlawful to ship, in interstate commerce, corn that has been decomposed as a result of heating reaching such a point of disintegration as to be injurious to man or beast; and holds that such corn shipped in interstate commerce can be seized and confiscated by the government and legal proceedings be instituted against the shipper thereof, unless such grain is specifically designated and branded, "not to be used for feeding purposes." The Committee received the impression that the Government would not interfere with the shipment of such damaged corn when such corn is to be used only for distilling, or sold for export.

In regard to situation No. 2, concerning grain handled in interstate commerce, which the government discovers has been incorrectly described in the invoice and certificate of inspection accompanying the shipment, the Bureau holds that the act of invoicing grain as of a certain described grade, or quality, and accompanying same with a certificate of inspection issued by duly constituted authorities, is under the Food and Drugs Act, considered as labeling or branding said shipment, and if the grain in the original package (which is considered by the Bureau as a carload or cargo), proves to be different from the description in the invoice and as described in the certificate of inspection, it is considered as being misbranded under the Food and Drugs Act and is subject to confiscation by the government and the shipper thereof is subject to prosecution, and the Bureau further explains to your committee that it would not be considered as proper defense for the shipper to show that such inspection had been made by a duly constituted Board of Inspectors, even tho acting under the State laws; the intent of the law being, as explained by Dr. Wiley, that the consumer must receive the quality of grain hot, paid for and described in the invoice and certificate, and Dr. Wiley also remarked that the condition would not be different even tho the original inspection was by the Federal government, were there such Federal inspection.

In regard to the third situation confronting the shipper of so-called purified or sul-

phured oats, Dr. Wiley and his associates were most emphatic in stating that they considered it a violation of the Food and Drugs Act (commonly known as the Pure Food Law), to ship in interstate commerce, any oats so treated, as, in their judgment, oats so treated would be adulterated, and even tho such shipment was correctly described in the invoice and certificate, thus removing liability for misbranding, it would still be an illegal act and in violation of the law, to ship, in interstate commerce, grain, which, in their judgment, was adulterated.

Pres. F. M. Bunch said the action of the Buro of Chemistry must necessitate some change in the methods of conducting the business.

J. C. F. Merrill related the case of the steamer load of wheat and corn seized at Toledo by the government, and Mr. Sager told of his conversation with one of the owners of the confiscated shipment.

Altho months had elapsed the owners had not up to Jan. 31 been notified by any government authority that their grain had been seized. They were so informed only by the warehouseman who stated that the government had placed a custodian in charge of their salvage grain. On taking up the matter with Sec'y Wilson the owners were informed the grain was unfit for animal food. The Department informed the owners that a test case could not be made, as the Department would go on and continue its seizures, and in the event of an unfavorable decision would not regard it as a precedent. The owners offered to have a feeding test made at their own expense; but the only concession granted was permission to sell for export or distillation. Michigan and Wisconsin dealers had offered 76 cents per bu., and the grain was sold to Denmark at 55 cents, a loss of 21 cents per bu.

H. N. Sager said in the case of a car of oats alleged to be misbranded the government permitted the sale with the designation "Oats and debris mixed"; and that the sale of "Barley mixed oats" was permissible. The pure food board required that the goods must be correctly described to the consumer. The shipment of heated corn is a difficult question, as shipment of decaying or putrid vegetable matter is prohibited by law.

The government chemists had informed the comitee that they would not seize any sulfured oats until the case now in the courts was decided; but that they were accumulating a list of names of shippers of sulfured oats against whom to begin proceedings.

E. G. Brown said 10 per cent of the oats crop of the country would be rendered unmarketable by enforcement of the holding that sulfured oats are adulterated. In Chicago he said 70 per cent of the oats shipped had been purified, and the sulfured oat is what the trade wants.

"We have been buying an oat up to the grade of No. 2 except for must, at the price of No. 2, and sulfuring the oats, which takes off the must. Since this action of the Buro of Chemistry these oats have dropped 4 cents under No. 2 because all are afraid to handle them."

Sec'y Stone read a telegram from the directors of the Minneapolis Chamber of Commerce suggesting that the government give the trade 6 months notice in advance of enforcement of the ruling of the Buro of Chemistry, so that stocks on hand could be disposed of.

Mr. Brown moved that Pres. Bunch appoint a comitee of three to contest this action of the Buro of Chemistry, in co-operation with the grain exchanges and the grain dealers ass'n. On amendment offered by Mr. Templeton the entire mat-

ter was left with the Board of Directors which met the following Tuesday.

At the meeting of the directors of the Chicago Board of Trade Feb. 6 Mr. C. B. Pierce, J. C. F. Merrill and H. N. Sager were reappointed a comitee to represent the Board in conferences with the government on alleged misbranding and adulteration of grain.

GRAIN DEALERS CONFER ON Food and Drugs Act.

Upon call of Pres. E. M. Wayne of the Grain Dealers Nat'l Ass'n, represented by delegates from various state grain dealers ass'ns and Grain Exchanges, a meeting was held on Feb. 9 in the La Salle Hotel, Chicago, to discuss the Buro of Chemistry's interpretation of the Pure Food and Drugs Act and its application to the grain trade.

Pres. Wayne called the meeting to order at 3 P. M. with a brief statement of the business on hand.

C. B. Pierce read the section of the Pure Food and Drugs Act which he understood related to the sulphuring of oats; which is, in brief, that, "if the article be mixed, colored, coated, powdered or stained in a manner whereby damage or inferiority is concealed" it shall be deemed unfit for food. The matter of sulphuring oats was discussed with much informality and freedom. The sentiment was repeatedly voiced that if the government, after thoro investigation, decided that the practice was not in accordance with a reasonable interpretation of the Pure Food Law that they were willing to cease.

Members of the comitee who were in Washington in connection with the sulphured oats issue made a report in which they said that Dr. Wiley and his assistants seemed very confident of their position. It was then argued that the sulphuring of oats was not harmful to the animal eating them and that the process, since it removed the smell and other disagreeable attributes of poor grade oats, improved instead of adulterated them.

It was the consensus of opinion that the concealment of an inferior article was the main objection of Dr. Wiley. It was pointed out that, according to the precedent established in the flour bleaching case in which six months was given to all dealers to prepare for the new conditions which the new law would introduce, all present handlers of sulphured oats should be given plenty of time in which to fill any contracts previously made without suffering a loss.

Less discussed, but even greater in importance, was the matter of the Buro of Chemistry's attitude in regard to the shipping of grain liable to become heated in transit, and the misbranding of grain on official inspection certificates. The distress and annoyance, as well as the positive injustice, which will be introduced by the enforcement of the law as interpreted by the chemists, were dwelt upon by the delegates at some length. The impossibility of selling by sample was frequently cited. The seizure of shipments on the charge of misbranding on official inspection certificates, in cases where the original shipper is absolutely innocent, was declared by all present to be one of the greatest dangers confronting the grain trade.

Those present emphasize the necessity of maintaining the Remsen Board and told of the danger confronting the future activity of the Board thru a withdrawal of the appropriation for its expenses.

In summing up the situation the delegates agreed that matters were serious, not only for the middle men in the grain business, but for the producer as well, for if the government will not allow elevator men to prepare for the market certain grades of poor oats, the elevator men must, in protection to themselves,

refuse to take such oats from the farmer. Unless a more liberal interpretation is placed on the laws by the Board, or an amendment can be passed, the grain trade threatens to be seriously crippled.

The meeting closed with the adoption of the following resolution calling for a mass conference in St. Louis Feb. 23:

CALL FOR CONFERENCE OF GRAIN GROWERS AND HANDLERS on Dr. Wiley's Interpretation of the Food and Drugs Act.

At a meeting of a large number of persons interested and engaged in the growing and marketing of the grain crops of the West, held at the La Salle Hotel, on Friday, February 9th, the following preambles and resolutions were adopted:

WHEREAS the interpretation by the Bureau of Chemistry of the Federal Food and Drug Act as applied to grain tends to create confusion, and an abnormal condition in the marketing of all grains, and

WHEREAS the interpretation in regard to the liability incurred in the shipping of corn in interstate commerce, which has become heated and out of condition in transit, unless said corn is specifically designated and branded, "Not for feeding purposes," will render it most hazardous, if not impracticable, for buyers and shippers of corn to purchase for shipment in interstate commerce, a very large proportion of the recognized commercial grades of corn, and

WHEREAS the interpretation that grain graded and certificated as of a specific grade by any grain inspection department, will not protect grain so certificated from seizure nor relieve the shipper from the penalties of misbranding said grain, should the inspectors of the Bureau of Chemistry subsequently decide that such grain was not accurately inspected, would practically set aside all trade rules, customs and practices that have hitherto for many years governed the transactions of those conducting the vast commerce and trade in grain in the United States, and bring about a condition of chaos in such commerce and trade in grain, and

WHEREAS the interpretation that purified oats may not be shipped at all in interstate commerce, in view of the opinion of the Bureau of Chemistry, that such product is adulterated and cannot be used for feeding purposes, would render unmarketable a large proportion of the oats crop annually produced in the United States, except at a heavy discount in price, and

WHEREAS the ultimate effect of all these interpretations would be to reduce the price of all but the prime grades of grain, and curtail by millions of bushels the amount of grain that should be marketed from the farms of this country, except at a low price for domestic distilling purposes, or for export for the same purpose; therefore, be it

RESOLVED that a mass convention of producers, consumers and handlers of grain be held under the auspices of the Grain Dealers' National Association, at the Planter's Hotel, in the City of St. Louis, Missouri, on the morning of Friday, February 23rd, 1912, at ten o'clock, to devise ways and means for meeting the conditions which are created by said interpretations of the Food and Drugs Act.

Everyone interested will be welcome. Organizations of grain growers and shippers are especially invited to send strong delegations.

Kafir corn is now used in making beer, over half a million dollars worth having been bot by the brewers in Missouri, Illinois, Indiana and as far east as New England this winter. It is said to make a malt as strong as barley, but the brewery agents

assert that its peculiar flavor would spoil the beer or the whisky if used alone. By using a high grade kafir corn and a high grade barley it is asserted that a better beer is brewed than when barley alone is used.

Daily Closing Prices.

The closing prices of wheat and corn for May delivery at the following markets during the past two weeks has been as follows:

MAY WHEAT.

Jan.	Jan.	Jan.	Jan.	Jan.	Jan.	Feb.						
25.	26	27	29	30	31	1.	2.	3.	5.	6.	7.	8.
Chicago ...	101 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$
Mpls.	107	107	107	108	107 $\frac{1}{2}$	106	106 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107	107 $\frac{1}{2}$	107 $\frac{1}{2}$
Duluth	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$	107	106 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$				
St. Louis... 100	99 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101
Kans. City... 101 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$
Milwaukee... 101 $\frac{1}{2}$	101 $\frac{1}{2}$	102	102 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$
Toledo.... 103	102 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103	102 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104	104	103 $\frac{1}{2}$	103 $\frac{1}{2}$
New York... 106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$
Baltimore... 103	103 $\frac{1}{2}$	103 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	105	104	104 $\frac{1}{2}$	105	104 $\frac{1}{2}$	104 $\frac{1}{2}$	105	104 $\frac{1}{2}$
Winnipeg... 100 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$
*Liverpool... 109 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	111	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	114 $\frac{1}{2}$	114
†Budapest... 130 $\frac{1}{2}$	130 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$	133 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$	131 $\frac{1}{2}$				

MAY CORN.

Chicago ...	67 $\frac{1}{2}$	68 $\frac{1}{2}$	69	69 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$					
*Baltimore... 70 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	72	71 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$				
Kans. City... 68 $\frac{1}{2}$	69	69 $\frac{1}{2}$										
St. Louis... 68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$
†Liverpool... 79 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	84	83 $\frac{1}{2}$	84	83 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$

*March delivery. †April delivery. ‡February.

MARKETS FOR SAMPLE

Grain on Track.

The cash grain markets the past two weeks have seen an appreciation of values at Chicago compared with other centers, the steady to rising markets having culminated this week in record prices for wheat, corn and oats.

No. 2 red winter wheat on track has gained about one cent on the May future at Chicago during the past two weeks, selling around \$1.02 on Feb. 10; against \$1 on Jan. 27. No. 2 hard winter also has crept up to about May price for track grain. In store lots of No. 2 red are still at a discount, being 4 cents under May.

At Minneapolis the run of wheat which was expected to diminish, still is liberal and is reflected in the futures and cash. No. 3 spring which sold around \$1.03 Jan. 27 was only fractionally higher Feb. 10; and Minneapolis May which closed at \$1.07 $\frac{1}{2}$ Jan. 26 closed Feb. 10 at \$1.06 $\frac{1}{4}$, a decline of over a cent in the face of an advance of over one cent at Chicago. The strength of the market for track grain is gratifying, the only flaw in the situation being the discount on cars not allowed to go east on account of the car shortage.

Flaxseed arrivals at Minneapolis have been heavier than last year, in one week recently having been 174 cars against 71 cars the corresponding week a year ago. Prices yielded accordingly from \$2.16 on Jan. 27 to 2.08 $\frac{1}{4}$ on Feb. 8. Duluth declined about 5 cents in the same time for No. 1 flax on track.

Barley markets having reached the \$1.30 level some weeks ago are remaining there and quiet, the demand being less active.

No 4 yellow corn at Chicago is practically unchanged in price from that ruling two weeks ago, selling by sample on track at around 63 cents Feb. 10, its discount under May at 68 $\frac{1}{2}$ having slightly increased, due to weaker markets southwest; the No. 4 yellow selling Feb. 8 at 62 cents at Kansas City against 64 $\frac{1}{2}$ two weeks earlier. As at Chicago, however, the Kansas City May is a little higher than two weeks ago. At Baltimore steamer mixed corn is down 1 $\frac{1}{2}$ cents at 67 $\frac{1}{2}$, and the March future unchanged.

A feature of the oats markets equipped with purifiers where stained grain has been well taken hitherto is the reluctance to buy the musty oats on account of the threatened seizures by the U. S. Dept of Agriculture. This has cut the price of oats otherwise salable on feeding value at the price of No. 2, about four cents in some cases.

Consignments unhedged have paid best on the rising markets; but these bull markets in the three leading grains have now run about 60 days; and it may be well to hedge shipments until the speculative atmosphere clears.

Spain produced 148,495,191 bus. of wheat, 86,792,227 bus. barley, 33,858,467 bus. oats, 28,897,231 bus. rye, 28,729,796 bus. corn and 7,397,756 bus. beans in 1911; compared with 137,447,687 bus. wheat, 76,308,293 bus. barley, 29,018,261 bus. oats, 27,596,124 bus. rye, 27,365,869 bus. corn and 6,547,680 bus. beans in 1910, as reported by the Junta Consultiva Agro-nomica.

When you see a car leaking grain send us the date, place, number, initials, direction bound, kind of grain and where car is leaking, thereby helping owner to collect for his grain wasted.

Good thoughts are blessed guests and should be heartily welcomed and much sought after; like rose leaves they give out a sweet smell if laid up in the jar of memory.

—Spurgeon.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WILL GRAIN TAKE ON BURNT ODOR?

Grain Dealers Journal: I would be pleased to know whether or not any grain elevator operator ever knew of grain taking on a burnt odor, as the result of heat generated by its passing swiftly thru a spot. Any specific information along this line will be greatly appreciated by—A. Pessimist.

FREE TRANSPORTATION OF SEED

Grain Dealers Journal: In reply to the Griswold Seed Co., asking in this column Jan. 25 from what points the free seed rates will apply, we would say that we only transport free seed grain to such counties in North and South Dakota west of Aberdeen and west of Chamberlain on our line, where the county commissioners furnish the same to the needy settlers under the present seed grain law.

These rates apply from points of shipment as far east as Minneapolis on our northern division and Sioux City on the southern and from Bozeman, Mont., and points east of there.—H. F. Hunter, gen. agt. C. M. & St. P. Ry. Co., Chicago, Ill.

HAY AND GRAIN GRADING RULES AT CHICAGO.

Grain Dealers Journal: I would be pleased to know what are the rules followed in grading grain and hay at Chicago.—Jos. Brehm, Rib Lake, Wis.

Ans.: The rules governing the grading of grain in Chicago are drafted by the Railroad & Warehouse Commission of Ill. The inspection under these rules is conducted by the grain inspection dept. of the state of Illinois.

Grain Inspection Dept. does not inspect hay, in fact most of the hay arriving in Chicago is sold by door inspection of buyer, who has the privilege of rejecting in case the balance of car is not up to quality at door. The National Hay Ass'n's rules are largely followed by the trade in classifying hay, altho the Board of Trade has rules drafted by its Board of Directors.

W. R. Mumford & Co. inform us that "the National Hay Assn. rules govern in this market, when hay is sold according to grade. Hay is generally sold tho in this market according to appearance, and the exact ruling of the National Hay Assn. grades are not lived up to to the letter."

"According to the National grading hay that shows prairie mixture is no grade hay, but this class of hay often sells up on a par with hay showing the same amount of red top or clover mixture. Hay is often bot and sold to arrive on official grading, and in such cases the Nat'l Hay Assn. grades govern."

"Mr. H. R. Whiteside is the official inspector of the Board of Trade, and any

shipper having a difference on the grading of his hay could have same inspected by him."

IS MOISTURE TESTER PRACTI- CABLE?

Grain Dealers Journal: I would be pleased to know the experience of country elevator men who have been using the moisture tester, and to know how the farmers take to it. I am not familiar with the workings of the device, as I have not seen one in operation. I would be pleased to know how long it takes to make an average test, and if it is practical to test each load as it is received at the elevator before bidding on the corn. I would be pleased to know the expense of installing a tester as well as the expense of operation.

Hoping to have the views of some country dealers who have used testers, I am, Yours very truly, J. F. Plice, Markle, Ind.

Shirley, Ill.: Farmers favor the idea of having their corn tested at the point of delivery. About 35 minutes is the time we take to make a test. It can be made in a little less time if so desired, about 25 minutes. We do not consider it practical to test every load as it is received before buying.—Farmers Grain & Coal Co.

Kempton, Ill.: We are highly pleased with the moisture tester we are using. We take a small sample of each load as it comes in, and from this take our sample to test. In this way we get a fair sample of the entire crib. Our farmers seem satisfied with the test and we have no trouble at all. We can cheerfully recommend the use of the tester to our brother grain dealers.—Shearer & Rickards.

Blairstown, Ia.: I think the moisture testers are all right. I have used the moisture tester this fall, and found the moisture to be 18 to 22 per cent. The farmers do not like the tester very well. It takes about 35 minutes to make the test; but it is not necessary to test every load out of the same crib.—A. T. Cramer, former agt. Western Elevator Co.

Goldfield, Ia.: We have had our moisture tester about two months and would not care to be without it. From 20 to 30 minutes are required to make a test. When we take the farmer in and show him he is usually satisfied. We have not considered it necessary, nor do we consider it practical to test each load. In our territory when a farmer sells corn he usually sells all he has to spare at once, and we keep a covered vessel handy into which we put a handful of corn from each load, keeping each man's corn by itself. When his corn is all in we mix the contents of the vessel thoroly and take a sample to test. This will sometimes vary from the percentage of moisture shown by the test at the terminal market; but as a rule it will be close enough to give us a good idea of what we are buying.—Farmers Elevator Co.

Van Wert, O.: We do not use a moisture test on every load of corn that comes in from the farmer, but test an average sample from every car we ship out. This gives us the grade on the average receipts. If the operator experiments on a few loads received from the farmers he can readily tell the grade of corn on examination. Then we make the price accordingly. Should the price not be satisfactory we then make a test, but we find disputes few and far between. We certainly think the moisture tester has

come to stay. We have only had difficulty on two cars, the grade varying from the grade we made as to the test. After sifting it thoroly we find that the corn was not tested at the receiving market. We think every dealer should equip himself with a moisture tester. After using a tester the shipper has a better opinion of the man to whom he ships in the graded market.—Chas. T. Pierce, pres. Pierce Grain & Hay Co.

Lone Tree, Ia.: I am satisfied with the work of the moisture tester, as I believe to buy with knowledge of the moisture is the only system. I do not attempt its use on odd loads, but when receiving corn from portable shellers I take a sample from each load and test a mixture of all these, getting the grade of the lot when the hauling is finished. Only 30 to 40 minutes are required to take the test. The moisture test is the condition under which we sell and its use is the only way we can safely buy.—D. M. Riggs.

Fonda, Ia.: The farmers in this section are taking to the tester very kindly where corn has not been contracted at a lower price than present market; but even in cases where the corn has been contracted competitors will not take the corn unless it comes up to test. The moisture tester is the thing for the country elevator operator to have. It is not practical to test each load coming to the elevator before bidding on the corn; but after one has used a tester for a time it becomes easy to grade corn without the tester. In cases where the farmer wants a bid before the corn is tested the buyer can make him a bid for No. 3 and another bid for No. 4; and as a rule the farmer then will consent to have it tested. To get a fair test on all corn brot in by one farmer I take a small sample of each load until I have samples from about 600 bus., when I put that to test, and settle on the percentage shown by test. Again, I say, the only way a country elevator man can buy corn to come out right with the terminal markets is to have a tester.—E. H. Tiedeman.

Farm consumption of corn this winter has been the largest on record.

Receipts of wheat at primary markets in the 32 weeks prior to Feb. 5, as compiled by the *Cincinnati Price Current*, aggregated 177,129,000 bus., compared with 174,610,000 bus. received in the corresponding period of the previous season.

Thru the courtesy of E. E. Scott, Denver, Colo., we have received samples of white spring wheat, red fife, Swedish oats, and malting barley, called "white club," which are really a pleasure to look upon. Colorado, says Mr. Scott, is rapidly coming to the front as a grain producing state.

The steamer Devonian reached Boston Feb. 7, from Liverpool, with 33,000 sacks of potatoes. Each bag contained 2½ bus. and sold for \$2.75. The Devonian's cargo brings importations of potatoes into Boston up to 330,000 bus. since Dec. 1, a new record. Why can not the United States, with its boasted agricultural resources, raise enough for its own use?

Enterprising St. Louis newspaper publishers made a front story out of the death of a bucket-shop operator recently, and credited him with running all the corners the exchanges had ever witnessed. If any one of the publications had called in their market man, he would have immediately queried the whole story. As it was, the publication queered its standing with the public.

FIGHT IT OUT.

Does Destruction seem to lurk
All about?
Don't believe it! go to work!
Fight it out!
Danger often turns and flies
From a steady pair of eyes;
Ruin always camps apart
From an undefeated heart.
—Will Carleton.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

OPPOSED TO WILEY'S RULING.

Grain Dealers Journal: We are opposed to the new ruling of the Board of Food and Drug Inspection, affecting the purifying of oats; as it means a cut of 3c to 4c per bu. to the farmer on his poor oats.—Little & Duncan, Tipton, Ia.

WAGON SCALES DURING COLD WEATHER.

Grain Dealers Journal: On my trips of inspection I find that 70% of the wagon scales which I examine have been damaged by the accumulation of dirt and ice in the pits, under and around the levers. Country elevator men should see that the pits are free from dust. It is advisable to examine them daily during this changeable weather.—Chas. C. Hoffmann, Chief Official Scale Inspector, Ind. Grain Dealers Ass'n.

ECONOMY AND SAFETY OF THE HIGH CEMENT BASEMENT WINS ANOTHER MANAGER.

Grain Dealers Journal: In your Xmas issue of the Journal I notice an article entitled "The Elevator Pit," which I read with much interest. The instance is one that strikes home and is also one that has to do with my own experience, since we have the same crowded condition in our elevator pit here.

As a result we are contemplating the raising of our elevator and the building of a concrete pit that may be cleaned and cared for without calling in a contortionist (one who can stand on his head and manipulate a pail and scoop at the same time) to do the job for us. I believe that such articles as the one above mentioned are a great help to the elevator manager, and am therefore adding a bit of comment along the same lines, which has its origin in the dark basement of crowded dimensions.

We have a cleaner located on the work-floor of our elevator and the dust from this cleaner is blown into the basement under the workfloor. There is but little head space in the basement and in cleaning out the accumulated dust the caretaker is considerably cramped. The floor of the basement is not cemented and the rats work constantly about the foundation walls. They add to the difficulty of cleaning and make the job nastier. But it has to be done.

Last June I noticed that the dust in the basement had taken in moisture from the ground and had started to heat. We have therefore watched the condition more closely, out of fear of a possibility

of spontaneous combustion or dust explosion. The fire hazard is apparent if this is neglected. With the improvement contemplated we will eliminate this possibility and at the same time be rid of the rats which are working and undermining the foundation walls. By re-enforcing the foundation we will prevent excessive settling of the elevator and save much of the leaking grain, if not all of it, that is being wasted. This, of course, means a more economical operation. The question raised in the opening article is therefore an economic one from a standpoint of operation, as well as from the point of view taken by the fire insurance companies.

I read the Journal with much interest. Success to it.—Yours truly, Nick Kirsch, Mgr. Farmers Elvtr. Co., Watertown, S. D.

THE MODERN ELEVATOR BUILT AT A CUT PRICE.

Grain Dealers Journal: I have read the article on The Elevator Pit by J. J. Fitzgerald with interest. This is plain and to the point, and covers a multitude of sins, but the half has not been said.

His article covers the *basement* rather than the grain pits, and these are made for dumping grain into from the wagons and bins, cleaner or scales and are not intended to be inspected.

All of the recently erected elevators cannot be called modern, but those erected by a contractor who is modern, and "up-to-the-minute," regardless of cost, will be modern in every particular. The basement will be a part of the elevator, and so well lighted, ventilated and accessible as to be conducive to cleanliness.

The trade in general knows the strenuous fight put up by the Journal and some of its advertisers to improve and advance the building of elevators. Its illustrations showing the difference between the real and the *imitation*; the present, and those built years ago; the margin now and then; the cost of handling now and then have had an educational value to progressive readers.

The present block or obstacle to the building of good elevators is the *cost*. One contractor will propose to build for a certain price; another will build the *same* capacity, for 10% less. The conscientious builder will point out the advantageous features of his modern plan and the economies to be effected in the cost of operation and maintenance, and some dealers will often put him down as a "knocker," using that method to secure business at an advanced price.

Some grain companies will adopt the modern plans of an up-to-date builder and advertise for bids. Generally the contract is let to the lowest bidder, and in some cases when the elevator is finished, it is so changed from the plans and specifications furnished both in design and materials that the designer would not recognize it as the house he planned.

The contractor and owner are jointly responsible for this deplorable condition as one is looking for a price, and the other procures business only at a price. Usually the grain man gets all he pays for, and yet the difference in cost is a small matter.

The steel boot pan is necessary to protect the leg from water. It is entirely unnecessary in dry years, but when the rains come, the elevator man's troubles begin. Concrete can be made waterproof for a time, or until cracks appear or are caused by the settling of the foundation.

The old steel pan will have to cease doing duty as a cistern and be replaced in the pit.—Yours truly, J. F. Younglove, Sioux City, Ia.

WHO HAS THE BIGGEST CAR?

Grain Dealers Journal: The St. Louis daily market report of Jan. 26 shows the arrival of the biggest car of corn ever inspected at St. Louis, containing 117,660 lbs., or 2,101 1/4 bus.

Cedar Rapids can go St. Louis one better, as on Jan. 24 we unloaded G. H. & S. T. car No. 34556 from Wormer & Wormer, Center Point, Ia., containing 123,260 lbs., or 2,201 1/4 bus.—Cedar Rapids Grain Co., per L. W. Gifford, Cedar Rapids, Ia.

The largest car of grain received in Chicago recently arrived this week from Ottawa, Ill., consigned to Lamson Bros. & Co. It was S. P. 20969 and contained 126,530 lbs. of No. 3 white corn. Who can beat it?

FOLLY OF REFUSING BURLAP TO SHIPPERS.

Grain Dealers Journal: We have been soliciting the Omaha road to furnish burlap to aid us in the proper coopering of cars for the transportation of grain. Note our last letter to them, also their answer in same letter:

St. Paul, Minn., Jan. 8th, 1912.
Messrs. L. B. Spracher & Co.,
Sibley, Iowa.

Dear Sirs:

Our Traffic Department has referred to me your letter of December 5th, which reads:

"We have written you in times past asking that you furnish us with burlap and fix cars in proper shape for the transporting of grain. Your agent, Mr. Wheeler, has also written you in regard to it but has met with no answer of promise for it.

"We wish to state that we are using burlap in cars needing same and in time to come we will enter claim for amount spent for same. We have had no shortages wherever a car was coopered in this manner, so it is just as large a saving to the road as to us by reason of no cause for railroad claims on our part. The R. I. road is furnishing the burlap to every station out this way and you can state no reason why you should not, more than you might prefer the shipper to stand the expense, and that we will not do unless we have to."

"We would think it a favor on our part to you to take the time and pains to cooper cars in this manner without also furnishing the material."

No general practice, so far as I know, now prevails among lines in the way of furnishing burlap for the purpose mentioned by you. Whatever is being done in that direction seems to be experimental and at a few points. Our Company, for many reasons, is not, at this time, prepared to furnish shippers at our many loading points with burlap for lining cars.

The Interstate Commerce Commission in a recent decision ruled against a provision in tariffs for reimbursement of shippers for repairs made on cars to fit them to hold grain in bulk, holding that "Shippers should refuse to accept cars that are in such a state as to render them unfit for use." (Opinion No. 1655, Nov. 6, 1911.)

For this and other reasons we cannot accept any bills rendered by shippers for repairing our cars.

I assure you our Company will try, at all times, to furnish you cars in reasonably proper shape for loading grain. If any be tendered you that are not in such shape, please reject them and others will be substituted, as soon as practicable.

Very truly yours,

A. W. Trenholm,
General Manager.

This shud interest other shippers and eventually agitate the matter till the Omaha will furnish burlap to all grain shippers.

They say that they do not know of other roads furnishing it. However, we know they do furnish it and for every roll of burlap used the railroad company will save many times its cost in claims for losses due to grain leaking out.

It seems queer that the officials of a road do not use judgment, good horse sense about these matters instead of foolhardiness. In the columns of the Journal we would be pleased to see the views of other shippers on this question.—L. B. Spracher & Co., Sibley, Ia.

BEST METHOD OF SHIPPING HOUSE "CLEANOUT."

Grain Dealers Journal: The period of clean-out shipments is near and shippers will often be compelled to send in bulk-head cars of different kinds of grain or of different qualities of the same grain. Shipments of this sort are usually discounted very heavily in value and should not be made except where absolutely unavoidable. There are very few buyers here who can use two kinds. The trade runs too much to specialties. It is expensive also to unload bulkhead cars and many of the larger houses will not bother with them at any price.

It is far better to send in small loads subject to freight penalty, rather than to put them in bulkhead cars. Under no circumstances should bag grain or seeds be shipped in with bulk cars of grain. The railroads charge the less carload rates on the bag stuff anyway and it should be moved by way freight through the freight house in every case. Buyers usually discount the value of the bag stuff and the value of the grain in the same car so materially that the price is apt to be cut wide open. In other words, avoid bulk-head shipments if possible and ship all bag stuff by way freight even at the ruling higher freight rate.—Somers, Jones & Co., Chicago, Ill.

DANGER OF HANDLING OFF-GRADE GRAIN; ORDER CARS IN WRITING.

Grain Dealers Journal: The position of the U. S. Government under the Pure Food Law is of the utmost importance to the grain trade as a whole, inasmuch as a ban has practically been placed upon the marketing of damaged grain of all kinds and such will be salable only at a heavy discount unless the ruling is modified.

Concerning the danger of handling corn that is in process of heating, Dr. Wiley and his associates hold it to be unlawful to ship, in interstate commerce, corn that has been decomposed as result of heating reaching such a point of disintegration as to be injurious to man or beast; and holds that such corn shipped in interstate commerce can be seized and confiscated by the government, and legal proceedings be instituted against the shipper thereof, unless such grain is specifically designated and branded, "Not to Be Used for Feed Purposes." The impression prevails that the Government will not interfere with the shipments of such damaged corn when such corn is to be used only for distilling, or sold for export.

You are doubtless aware that for several years past stained or ground damaged oats have been in nearly all the terminal markets subjected to a process of cleansing or so-called purifying, by means of sulphur fumes, which greatly improved the appearance of the oats and in the judgment of the trade at large, including the Eastern buyers and consumers, did not in any way injure the grain. In fact, many thought it a positive improvement.

On account of this improved appearance No. 4 White and No. 3 White Oats

after such sulphur treatment have sold at a relatively higher price than would otherwise be the case, and have been selling in all terminal markets close to the price of higher grade oats by reason of the fact that buyers bought them freely, with the expectation of improving their appearance and quality by this sulphur process.

Dr. Wiley and his associates take the position that this process is in violation of the Pure Food Law, and we understand a test case is now pending, but the Department of Agriculture is confident it will be sustained in its position, and if such is the case, this process of cleansing oats by sulphur fumes will have to be abandoned.

On this account many parties who have previously bot low grade oats with the expectation of treating them with the sulphur process, are afraid now to buy them for that purpose, and the discount at which these off-grades oats will sell, will probably be materially wider than has prevailed in the past, so you should buy them on a wider margin in order to be safe.

There is an unusual amount of moisture in all kinds of grain and seeds this year, and it behooves the buyer in the country to be especially cautious in handling same when warm weather arrives. For the reason grain which has been heating in the bins or stacks will be practically unsalable. As warm weather approaches, it will be necessary for you to keep well shipped out of all kinds of damp grain.

There is now and promises to be a shortage of cars in which to move grain. In order to substantiate any claim which you may wish to make against the Railroad Company for loss through not being furnished with empties when requested, it will be necessary for you to prove that you gave orders for empties. You will now realize the IMPORTANCE of placing your orders with the Railroad Company for empties in WRITING, and it would be well to specify at the same time that you wish the empties for the movement of a perishable commodity, the quality of which will deteriorate through delay in the receipt of suitable cars for loading.—Yours truly, W. M. Bell & Co., Milwaukee, Wis.

On account of the soft corn here, several horses have died.—Jno. N. McNees, Hughesville, Mo.

We get much valuable information from the Grain Dealers Journal and can not get along without it.—Little & Duncan, Tipton, Ia.

New Zealand this year has produced 6,487,000 bus. wheat and 18,697,000 bus. oats, as reported by the International Institute of Agriculture.

Broomcorn has been grown in an experimental way at Trinidad, Wash., by J. C. Wheeler with gratifying success. It is said the quality is fine and the yield two tons per acre.

We enjoy every issue of the Grain Dealers Journal and find a great many items of interest as well as profitable information.—Chas. E. Beebe, mgr., Beebe Grain Co., Butte, Mont.

De Broker—"Hear about De Curb?"

De Ledger—"No. What happened to him?"

"Knocked flat."

"You don't say! Was he caught by the drop in wheat?"

"Well, yes; something like that. A barrel of flour fell on him."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Berryville, Ark., Feb. 5.—Not more than 5% of last year's crop now in farmers' hands.—J. R. Neff.

CANADA.

Wilcox, Sask., Feb. 7.—We had a splendid crop here last season but a lot of it was damaged by the early frosts last fall.—C. E. Munn.

Winnipeg, Man.—Reports issued Jan. 30 showed that 76,128,000 bus. of grain had been marketed on the Canadian Pacific Ry. in January, against 55,518,000 bus. in the same period last year. Wheat made 61,740,000 bus. of the January total and other grains 14,388,000 bus.; against 43,607,000 bus. of wheat and 11,911,000 bus. of other grains marketed in January last year.

Ottawa, Ont.—The crop suffering the greatest damage is flax and prospects promise a heavy shortage of good seed next spring. Practically all the flaxseed sown after the first of June last year is of very low quality and in many cases it was not worth cutting or threshing. Where the crop was sown early fair yields of good quality have been obtained, but such cases are the exception. In the flax growing district of southern Saskatchewan a large percentage of the flax is still unthreshed and a great deal of it is not worth threshing.—George H. Clark, seed commissioner.

Ottawa, Ont.—Wheat acreage in Canada in 1911 aggregated 10,373,958 acres, of which 1,172,199 acres were in fall wheat in Ontario and Alberta that produced a yield of 26,014,000 bus. Spring wheat acreage, 9,201,839 acres; yield, 189,837,300 bus. Oats yielded 348,187,600 bus. on 9,219,920 acres; barley, 40,641,000 bus. on 1,404,352 acres; rye, 2,694,400 bus. on 142,571 acres; buckwheat, 8,155,500 bus., 359,367 acres; mixed grains, 16,679,000 bus., 559,991 acres; and 18,772,700 bus. of corn for husking from 316,104 acres. The total production of wheat in Canada amounted to 215,851,000 bus., which exceeded that of 1910 by more than 1,000,000 acres and 65,862,000 bus. The difference in the two seasons is shown by the yield per acre, which in 1911 averaged 22.19 bus. of fall wheat, 20.63 of spring wheat, 37.76 of oats and 28.94 bus. of barley; compared with 23.49 bus. of fall wheat, 15.53 of spring wheat, 32.79 of oats and 24.62 bus. of barley per acre in 1910. In the three northwest provinces of Manitoba, Saskatchewan and Alberta the 1911 yields aggregated 194,083,000 bus. of wheat, 212,819,000 of oats and 24,043,000 bus. of barley; against 128,891,000 bus. of wheat, 126,753,000 of oats and 21,377,000 bus. of barley in 1910. A record of alfalfa was taken for the first time in 1911. It shows an acreage of 101,781 acres and a yield of 227,900 tons, grown principally in Ontario, Quebec and Alberta, with an average yield per acre in the whole of Canada of 2 $\frac{1}{4}$ tons.—Archibald Blue, chief of census and statistics, Dept. of Agri.

IDAHO.

Deary, Ida., Jan. 22.—A large amount of grain and hay is being marketed on account of the excellent sleighing.—H. P. Henry.

ILLINOIS.

Dunlap, Ill., Feb. 2.—Corn is grading well, mostly No. 4 and some No. 3. About 50% is still in farmers' hands.—Jackson & Shehan.

East Lynn, Ill., Feb. 1.—Crop condition good; great bulk of the corn will be moved this winter.—F. P. McCord of McCord & Luxton.

Rock Falls, Ill., Feb. 1.—Farmers report the growing wheat is not in good condition on account of cold weather; acreage same as usual.—Fred Davidson.

Aurora, Ill., Jan. 31.—Quality of corn fairly good, acreage large; 25% of the wheat back in farmers' hands.—John P. Sheets, mgr., Aurora City Mills Co.

Buckley, Ill., Feb. 12.—We are getting all the grain we can move and could get a lot more at prices paid, if we could get cars to move it.—B. E. Morgan.

Saybrook, Ill., Feb. 5.—About 50% of the corn and oats in farmers' hands and will not be marketed for some time; all looking for 75c corn and 55c oats.—W. C. Tuttle.

Rochelle, Ill., Feb. 1.—Corn grades No. 4 mostly; yield about 50 bus. per acre. Con-

siderable grain has come to market the past month.—Howard Cooper of Cooper Bros.

Dixon, Ill., Feb. 1.—Corn crop only fair, most of the corn grading No. 4 at present; acreage is large as well as yield. During the past month movement was quite heavy but on account of recent weather conditions very little is coming in.—F. A. Grimes, sec'y Moses Dillon Co.

While at Indianapolis recently, watching receipts at that market, I noticed the corn coming off the C. H. & D. and north of that road was of much better quality than the corn from south of that road and I believe that condition is general thru Illinois; general condition of the crop along the Vandalia R. R. is very bad.—H. D. Hall, Arcola, Ill.

INDIANA.

Goshen, Ind., Feb. 2.—A great deal of wheat around here but farmers are holding on for more money. Alfalfa is being placed on sale in this market; several cars have been shipped in from the West. Hay in this vicinity was practically baled and sold before Feb. 1. No straw whatever.—Clyde J. Castetter.

Mt. Ayr, Ind., Jan. 30.—Corn is of low grade, mostly No. 4. Oats were good. Growing wheat is not looking very well, too much damp weather and prospects are not favorable for a large crop, 25% more wheat sown than last year. Not over 1/2 of the corn remains in farmers' hands.—Edwin Harris.

For the first time in 25 years a large percentage of the corn crop in the White River bottoms of southern Indiana is still in the shock. The mud was so deep farmers could not get into the fields and since the freeze it has been too cold to gather corn. Snow covers much of Indiana's winter wheat. Where uncovered both good and bad conditions have been revealed. Farmers who have examined the wheat say that late planted is in poor condition and much of it is probably killed.—F.

IOWA.

Most of Iowa's corn crop is still in producers' hands and will probably not be moved until spring.—E.

Dumont, Ia., Feb. 7.—About 4% of the corn and 15% of the oats yet in farmers' hands.—E. Maier, mgr. Farmers Inc. Co-op. Society.

Wapello, Ia., Feb. 9.—Corn movement has been heavy and all grain is fairly well cleaned up. No snow, and some winter wheat is reported in bad condition.—E. B. Cook.

Dumont, Iowa, Feb. 7.—Corn grading No. 4 mostly, large yield and acreage. Considerable grain has been coming to market the past few weeks.—S. Young, agt. Gilchrist & Co.

Tipton, Ia., Feb. 6.—Corn has been moving rather freely here for the last two weeks. We usually ship in corn for feeders, but this year are shipping out.—Little & Duncan.

Onawa, Ia., Jan. 30.—Crops here were excellent last year and corn is coming in from 5,000 to 10,000 bus. per day for both elvtrs., and would be more if wagon roads and cars would permit.—Farmers Elvtr. Co., A. D. Post, mgr.

Parkersburg, Iowa, Feb. 7.—Corn crop is good, average yield 32 bus., grading No. 4 at present. Considerable now moving; 35% of the corn and 15% of the oats still in farmers' hands.—Albert Smith, agt. Independent Grain & Lbr. Co.

KANSAS.

Hutchinson, Kan., Feb. 3.—Crop outlook at present is very good.—C. A. Tabb.

Horton, Kan., Feb. 6.—Wheat is in fine shape so far. About a third of the corn remains in farmers' hands; wheat all gone.—W. T. Graham.

Thayer, Kan., Jan. 29.—What little wheat was sown in this locality looks fine. Only about 30% of the corn now in farmers' cribs and no oats or wheat unsold.—Thayer Grain Co.

Beloit, Kan., Feb. 3.—We have had a severe winter. A heavy rain, Dec. 10, was followed by a heavy snow, which leaves the ground in fine condition. Wheat looks well and promises a large yield.—Beloit Seed Store

Neosho Rapids, Kan., Feb. 7.—Wheat looks good in this locality, has been covered with snow most of the winter. Plenty of corn left in farmers' hands to supply local demand and some to ship out.—George A. Smith.

McPherson, Kan., Jan. 29.—Farmers complain of damage to growing wheat caused by high winds last fall and many of them are preparing to drill in spring

wheat and oats. Seed oats will be high. The 1911 wheat crop is mostly marketed, not more than 10% or 12% in farmers' hands.—F. P. Hawthorn.

Clay Center, Kan., Feb. 1.—Growing wheat is in good condition; it was protected from the cold by snow during the hard freeze and prospects so far are fine. Not over 8% of last year's crop left in farmers' hands. Very little if any corn can be shipped from here this year.—U. G. Muck, mgr. Farmers Elvtr. Co.

MARYLAND.

Rising Sun, Md., Feb. 5.—About 90% of the grain has been moved in this section and very little is in dealers' hands. Feed prices are very high and still advancing.—Duyckinck, Sterrett & Co.

MICHIGAN.

Lansing, Mich., Feb. 6.—In reply to the question, "Has wheat suffered injury during January from any cause?" 77 correspondents in the southern counties answer "yes" and 243 "no"; in central counties, 11 "yes," 144 "no"; in northern, 2 "yes," 124 "no;" and in the upper peninsula, 1 "yes," 30 "no." Snow protected wheat 28 days; average depth in the state, 7.73 in. Wheat marketed by farmers in January aggregated 645,670 bus.; estimated total marketed in the six months, Aug.-Jan., 8,500,000 bus.—Frederick C. Martindale, sec'y of state.

MISSOURI.

Kahoka, Mo., Feb. 8.—Light crops here this year.—Lang & Arnold.

Skidmore, Mo., Feb. 9.—Will have good crop of winter wheat; looking fine.—E. Bosley.

Appleton City, Mo., Feb. 8.—Bad crop year; corn shipped in since July. Some wheat shipped out.—Beach Grain & Elvtr. Co.

Hughesville, Mo., Feb. 7.—Corn soft here; much disease among hogs. Wheat uncertain; oats 60c for seed; shipping corn in.—Jno. N. McNees.

Appleton City, Mo., Feb. 7.—Few cars of wheat shipped; corn being shipped in. Crop conditions poor for wheat but hope for good corn crop.—H. C. Grider.

Osborn, Mo., Feb. 7.—Most of the wheat and oats shipped; corn in bad condition; will have to ship in; not enough raised to meet the demand.—J. F. Hughes.

Bunceton, Mo., Jan. 29.—Corn short, account of drought; five barrels to the acre; poor quality. Growing wheat good, more sown than usual.—H. D. Langkop.

St. Peter, Mo., Feb. 7.—Growing wheat went into winter in poor shape, plant being small; too much rain in fall with alternate freezing and thawing has caused wheat on bottom lands to heave badly; winter was very cold but wheat has been covered with snow until recently high winds have been blowing it off.—N. F. Schneider.

NEBRASKA.

Thurston, Neb., Jan. 22.—Corn in bad shape; lots of snow on it.—Rodebough Grain Co.

Helvey, Neb., Jan. 29.—Wheat in fine

condition; snowing today, a protection from the cold.—C. W. Samms.

Crab Orchard, Neb., Feb. 8.—Wheat in as good shape as can be expected; ground frozen; plenty of moisture before freezing.—S. L. Windt.

Richfield, Neb., Feb. 7.—Wheat movement heavy; corn moving slowly; crop was light and movement will not be heavy at any time. Wheat acreage larger than usual; condition uncertain; covered with snow.—G. H. Graham.

Creston, Neb., Feb. 4.—Elvtrs. practically at a standstill. Short crop on account of hail storm last July; shipping in corn for feed. Quite an acreage of wheat sown in fall and with good spring will have a good crop, altho where the hail threshed the wheat in the field and the farmers plowed it under instead of sowing more, the crop is doubtful.—N. A. Allen, agt. Nye-Schneid-Fowler Co.

OKLAHOMA.

Amorita, Okla., Feb. 6.—Wheat fine; outlook for big crop.—Frank Loeser.

Lahoma, Okla., Jan. 31.—R. M. Hiatt says prospects for a big crop of wheat are fine.—S.

Tonkawa, Okla., Jan. 31.—Farmers say 75% of the wheat crop, soft wheat, has been killed by cold weather.—S.

Enid, Okla., Jan. 31.—Grain men expect big doings in the grain business this year; large crop of wheat in vicinity.—S.

SOUTH DAKOTA.

Heavy snows assure the northwest of a good crop in 1912, according to leading grain men of this territory. All winter there has been from two to ten inches of snow on the ground. Frequent warm spells have given this an opportunity to melt, and it is said that the ground is in perfect condition for early seeding.—E.

SOUTHEAST.

Stuart's Draft, Va., Feb. 3.—Advance price bringing wheat in freely.—Pilson Cohen, Stuart's Draft Milling Co.

TENNESSEE.

Talley, Tenn., Feb. 7.—Not much movement in grain; most of the wheat and corn in the hands of speculators who are holding for spring trade.—J. S. Conrad.

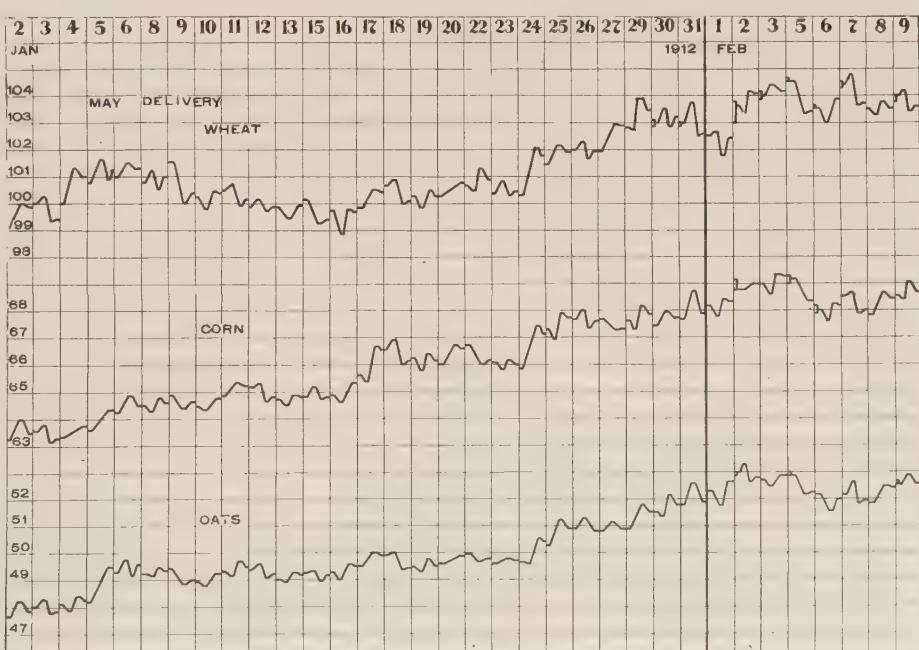
TEXAS.

Amarillo, Tex., Feb. 3.—We expect to have an unusual acreage of oats.—Early Grain & Elvtr. Co.

Temple, Tex., Jan. 28.—Splendid rains here; grain crop fairly good. Have had severely cold weather but do not think grain damaged to any great extent. Large acreage of fall grain planted.—A. B. Crouch.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of January and part of February are given on the chart herewith.



The GRAIN DEALERS JOURNAL.

THE ROOMY CEMENT BASEMENT.

In the Dec. 25 number of the Grain Dealers Journal appeared an article by J. J. Fitzgerald, calling attention to the recent awakening among elevator men to the necessity for up-to-date improvement of the much neglected elevator pit, as illustrated by the case of the Farmers' Co-operative Ass'n of Alcester, S. D.

Our engravings herewith show J. J. Overholtzer, manager of the Farmers' Co-operative Ass'n, and his assistant. Mr. Overholtzer, incidentally, is mayor of his town, but there is one other circumstance which speaks even more loudly for him. He is a man with an idea. His elevator was built in the old-fashioned way, with a black rat-hole for a pit. He expended a little thought on the matter which ended in his pulling out the steel pan and changing the pit into a concrete room, light, easy of access and clean, as shown by the other picture reproduced on this page.

Mr. Overholtzer, having learned what the government mixed with its concrete to keep out the water has not been troubled with this annoying element since making the change. To make a long tale short the rats have been in pleasing minority, also, not to mention the advantages and added security gained by the increased room, light air and easy access to boot.

Mr. Overholtzer may claim the credit for having started a movement which is bound to spread everywhere. Reports are already coming from neighboring towns in the Dakotas that the reformation of the elevator pit is making rapid strides. In heathen China it took the people a long time to learn that it was not necessary to burn down an entire house to roast a pig. And now that one progressive man has demonstrated that it is not necessary to allow an elevator built over a steel pan to burn down in order to reconstruct the pit, it is to be hoped that the trap door, rat-infested, bogey-hole elevator pit will soon become a thing of the past in the grain business.

Nick Kirsch in "Letters" this number

presents another argument for the improvement, that of economy.

CARE OF SCALES.

By Chas. C. Hoffmann, Scale Inspector Indiana Grain Dealers Ass'n.

Scales are an indispensable part of the equipment of every grain dealer's business; literally the measure of his income; practically, the trial balance of his business. His commercial transactions rest upon a weight record. He pays out hard earned dollars for whatever his scales designate.

One scale in bad order may easily cost more in one week than would pay for the maintenance of an entire scale equipment for a year.

In testing a scale it is important that the scale first be thoroughly examined, to determine its conditions. Trying to balance a scale without first knowing its condition is like cranking an automobile without any gasoline in the tank.

Bear in mind that a scale to give accurate results must be properly used. A hard brick, stone or concrete foundation is essential in keeping a scale level.

Timber has become an expensive item, and the use of steel "T" Beams for platform timbers, and outside frames is essential to proper scale installation. Timber deteriorates and rots out in time, and when used as platform stringers, it sometimes binds on the levers of the scale if an exceptionally heavy load is placed on the platform.

The scale pit should not be used as a garbage can, or sewer, but should be cleaned often. Dirt accumulating around the truss rods of a wagon scale prevent them from working properly. A drain, dry-well or sewer connection in the pit will prevent the water, snow and ice from rusting out the lever bearings, and truss rods. A sudden jar on the platform of a wagon scale, during severe cold weather may cause the levers to snap and break. A roof or shed over a wagon scale acts the same as a case to a watch. In locations where it is impossible to place a protection over the scale, it is advisable to place tin sheeting on top of the platform timbers, on top of this put heavy

tar paper, then the platform which should be not less than $2\frac{1}{2}$ to 3 in. oak, leaving a man hole in the platform. This method of construction has proven very satisfactory.

Scales should set absolutely level regardless of their location. It is next to impossible for a scale to weigh accurately unless it is setting level.

In scales of the smaller type, dust accumulates on and around the pivots and bearings, which causes the scale to work slow.

Flour and dust accumulating under the platform of a scale often binds on the lever, which prevents accuracy of results.

There should be laws passed prohibiting the plugging of weights, unless properly protected by a separate receptacle.

Check rods often prevent a scale platform from having a free lateral motion, this causes the platform to bind.

The knife edges or pivots of any scale should be absolutely sharp, when these points are worn, the multiplication is changed, which changes the weight.

The bearing surfaces or plates should be kept smooth; by constant use, these are often cut into.

Unless familiar with the multiplications of a lever never move a nose iron, which is on the ends of levers.

In balancing a scale always see that the sliding poise is always at zero.

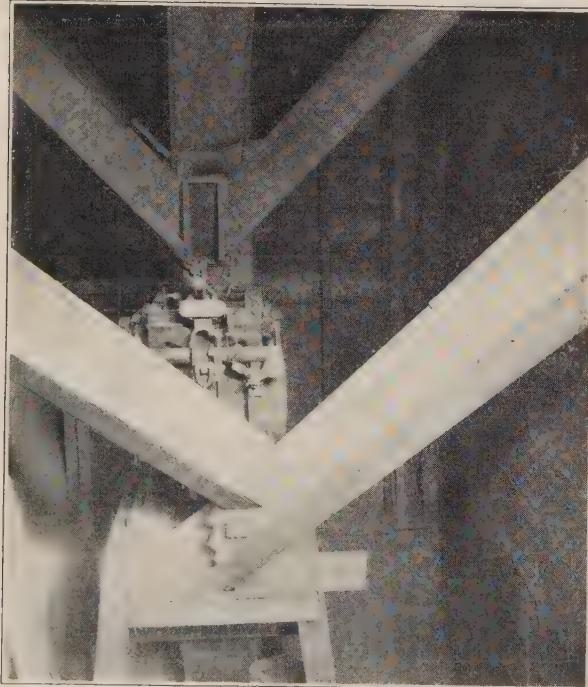
The loops in which the pivots are suspended should be smooth, when cut into, the scale does not have free motion.

All levers must hang free, if no parts are worn, and the scale is mechanically perfect, the natural laws of gravity will maintain a straight downward pull thru the entire scale mechanism.

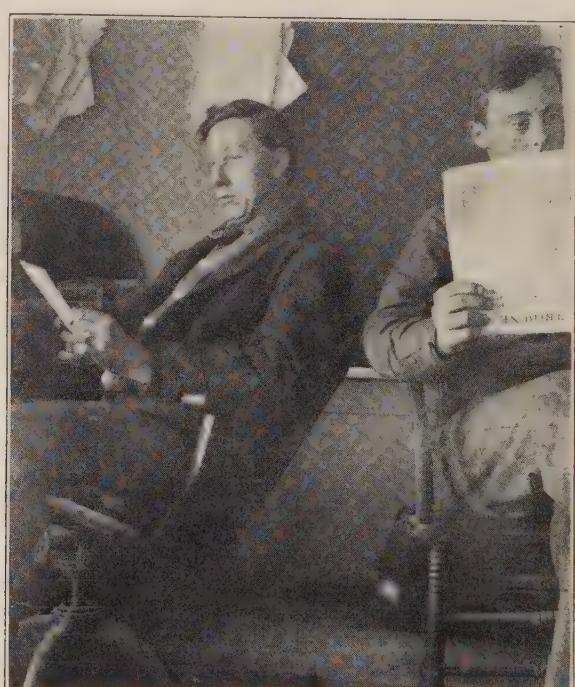
In scales of the portable and dormant type when the columns are not properly fastened there is a pull on the steelyard rod, which causes the beam to pump.

Never use grease on the pivots or bearings of any scale; a scale is different in this respect from any other machine, as grease collects the dust in the atmosphere and has a tendency to gum up the pivots and bearings.

When the beam on a scale continually pumps up and down without touching



Boot and Spouting in Basement of Farmers' Elevator at Alcester, S. D.



J. J. Overholtzer and Assistant, Alcester, S. D.

either the top or the bottom of the beam lock, this is a sure sign the pivots are worn.

Often obstacles fall into the columns of portable and Dormant scales which bind against the steelyard rod. The grain dealer protects his currency by placing it in an iron safe or vault; he can protect his scales, which, I stated above, are the measure of his income, by having them properly cared for.

A cheap inaccurate scale may often cause loss of trade and dent the user's bank account.

Under the Indiana State Law effective January first this year it is a penalty to use or retain in your possession any false scales, weights or measure.

Your scales need proper attention, and to satisfy not only yourself but also the farmers you should have them tested regularly by an expert.

A DENVER DEALER.

E. E. Scott is a rising young grain dealer who is contributing his full share to increasing the grain trade of Denver. He buys and sells everything in the grain line, and makes a specialty of barley and oats, of which he ships large quantities and of which he has an expert knowledge. Recently he shipped a number of cars south and east which would test around 43 to 45 lbs. per bushel. He works considerable corn to the Pacific Coast and the south.

He has brot his business to its present volume thru fair dealing and is always "on the job," watching conditions closely. He visits the principal grain exchanges twice a year in order to become better acquainted with buyers and sellers.

His office is fully equipped with every up-to-date device for facilitating the care and promotion of the business.

When he makes purchases of grain other than corn he does so generally from large samples. After purchases have been made he places these samples in a "sample purchasing file" composed of a number of metal boxes designed for this purpose. This sample is then marked with a lot number under the respective kind of grain, the numbers running consecutively. It is also marked with the

date of purchase, from whom purchased, amount bot and conditions of contract.

When inquiries are made he furnishes, quotes and sells from these original samples on file representing his shipments with their respective lot numbers. If a sale is made, after invoicing, he splits this sample, placing one-half in a file called "sample sales." These are marked with the car number, initial, weight, price, to whom sold, date of shipment, etc. After final settlements have been made and all transactions closed pertaining to the sale, the sample in the purchasing file is thrown out to make room for more, but the sample from which the sale was made is retained for future reference. This sample is then marked from whom purchased, thus giving a double check on the sample bot and sold from.

He does not operate any elevators at the present time. Very nearly all of his shipments move by way of Denver from the south, west and east, which gives him an opportunity to inspect the grain very thoroly before forwarding.

The Argentine wheat crop is estimated by the International Institute of Agriculture as 170,565,000 bus., and the oats crop as 17,381,000 bus. For the entire southern hemisphere the wheat production is estimated as 105.5 per cent of that of the preceding season, or 291,200,000 bus.

In the country settled for a quarter of a century or more there has been a marked lowering of the ground water level, in addition to the usual danger of crop loss thru drought. In Michigan the mean water level in 794 wells lowered 2.2 ft. during an average period of 18 years; in Minnesota the average lowering of water in 920 wells was 3.45 ft. during 14 yrs.; in Iowa the lowering in 1,160 wells averaged 3.6 ft. in 21 yrs. According to these figures the mean rate of the lowering of the ground water level is 0.18 ft. per year, or 4.5 ft. during a quarter century, as recently reported by the U. S. Dept. of Agriculture. The import of these truths to agriculturists is that too much care cannot be used in conserving the water supply on each and every farm by surface cultivation.

LOUISVILLE TO HAVE DISCOUNT COM'ITE.

Shippers to the Louisville market having become dissatisfied with the weights, grading and discounts on off grades of corn, the pres. of the Illinois Grain Dealers Ass'n recently appointed a com'ite of three, consisting of Lee G. Metcalf, H. I. Baldwin and S. W. Strong, to confer with the buyers at Louisville, Ky., and if possible effect improvement in the methods of that market.

After hearing the complaints presented by the Illinois dealers the Louisville buyers admitted that something should be done to revive confidence in the methods and practices of the grain trade in Louisville. The thirteen leading grain firms of Louisville, in a signed resolution, agreed to establish a discount com'ite, to publish a weekly bulletin giving the daily receipts and grading of all grain, and to permit the following maximum percentages of moisture in corn: No. 2, 16; No. 3, 18; No. 4, 20 per cent; all corn containing over 20 per cent to be sample grade.

The discount com'ite will be composed of three members, to consist of the chairman of the Grain Com'ite of the Louisville Board of Trade, and two other members of said Grain Com'ite, to be selected by said com'ite, whose duty it shall be to meet each business day and fix the commercial discount on off grade grain; and such discount so determined by said Discount Com'ite is hereby declared to be the official discount of the Louisville market, and off grade grain shall be applied on contract on the day received at said official discount.

The grain com'ite of the Louisville Board of Trade on the same day, Jan. 12, unanimously approved and adopted the propositions agreed upon at the conference.

In reporting to members the results of their visit to Louisville the com'ite of three says: Your com'ite would particularly call your attention to the fact that the dealers in Louisville assured them repeatedly that they did not want off grade corn; but on the contrary want only good sound clean corn.

Grain shippers may expect heavy discounts if they ship off grade corn to Louisville.

Your com'ite reports that there is only one weighing department at Louisville, which is used by all dealers, and were assured that every effort would be made to have the weighing of grain exact and reliable, in that market.

Realizing the confusion and misunderstandings likely to arise from the dual inspection now existing in that market, your com'ite strongly urged the advisability of having but one inspection department, but were informed by the Louisville grain dealers that the request could not be granted at the present time; but we were assured that both inspection departments would from now on use the same rules for the inspection of grain.

It is the hope and desire of your com'ite that the grain dealers of Louisville will so supervise the methods of their Discount Com'ite that the results will be as satisfactory to the members of the Illinois Grain Dealers Ass'n as that obtained in other markets where a like system has been in use.

Swine on the farms of the United States decreased from 65,620,000 Jan. 1, 1911, to 65,410,000 on Jan. 1, 1912, as reported by the U. S. Dept. of Agriculture.



E. E. Scott in his Private Office at Denver, Colo.

The GRAIN DEALERS JOURNAL.

FILING CLAIMS FOR OVER-charge in Freight.

Country grain shippers seem to have an overabundance of claims against the railroads for overcharge in freight rates. The amount of a single claim of this nature is usually quite small and might be neglected without serious loss to the shipper, but the total number of these claims is so large as to amount to considerable in the aggregate.

Many shippers have experienced considerable difficulty in inducing railroad claim agents to refund what was justly due them with the natural result they have appealed to the Interstate Commerce Commission.

The Commission received so many complaints of overcharge that it issued a ruling last month to the effect that,

"The carriers are directed to refund overcharges without an order from the Commission, which says: 'We have assumed that such overcharges generally arose out of the carelessness of some clerk and that refund would promptly be made upon the attention of the carriers being drawn to the violation of the law of which it was guilty. The assumption, however, has evidently been construed by the carriers into a declaration that this provision of the law would not be forced by indictment. Such a conclusion is not justified. We shall hereafter expect that whenever a formal or informal complaint is submitted to a carrier it shall make answer at once, admitting whatever overcharge has been made, and give evidence that refund has been effected. In the event that this course is not taken the commission will ask for the indictment of the guilty carrier.'

The length of time taken by claim agents for investigation generally gives the shipper occasion for a great deal of worry and wrath. To secure prompt action it behoves the shipper to file his claim in a methodical manner and verified so as to be conveniently handled by the claim agent.

Most of the railroad companies desire to be fair in handling the claims. And the shipper will find it to his benefit to co-operate in minimizing the work of the claim agent by presenting his claim concisely and supported by all the authentic proof of shipment and overcharge.

This can best be done by the use of a blank form, especially prepared for this purpose. In this form shud be stated the Shipper's Claim No.; Railroad Claim No.; date; freight note paid and the amount of freight paid; the *schedule* freight rate and the amount that shud have been paid. The difference between the amount paid and the amount that shud have been paid will constitute the amount of the claim. Then there shud be spaces for the car No.; initial; station shipped from; date of shipment; station shipped to; route. The following papers shud be attached to insure prompt handling of the claim:

1. Copy of B/L.
2. Affidavit of Weight by Loader.
3. Copy of Receipt for Freight Paid.
4.
5.

If the shipper will use these blanks in duplicate, bound in book form, he will have a complete and orderly file of all of his claims so he can easily follow up each one. The original copy should be sent to the claim agent and the duplicate remain in the book. If future reference be necessary the copy of the claim may be readily located by referring to the Shipper's No. or the date.

Special forms for other classes of claims, Loss of Weight in Transit; Loss in Market Value Due to Delay in Transit; Loss in Quality Due to Delay in Transit, and Loss in Market Value Due

to Delay in Furnishing Cars—may be bound in the same book, or they may be kept in separate books, whichever is most convenient for the shipper.

The shipper who uses these forms in making his claims against railroads will save much valuable time in filing his claim; he will have a systematic record of his claims so he can at regular intervals remind the railroad company of his claims; he will make the work of the claim agent easier and will receive prompter returns.

A bill to abolish the present import duty of 3 fcs. per quintal has been introduced in the French Chamber of Deputies.

For some years past the high and steadily increasing cost of living has been a matter of such grave public concern that I deem it of great public interest that an international conference be proposed at this time for the purpose of preparing plans, to be submitted to the various governments, for an international inquiry into the high cost of living, its extent, causes, effects and possible remedies. I therefore recommend that, to enable the president to invite foreign governments to such a conference, to be held at Washington or elsewhere, the congress provide an appropriation not to exceed \$20,000 to defray the expenses of preparation and of participation by the United States.—From message of President Taft to Congress, Feb. 2.

A PATENT SCOOP PROPELLER.

Do not laugh at the accompanying illustration, but make a study of the wonderful possibilities of the device represented, for it is a real invention, patented in the regular manner, and designed to make the handling of a No. 2 shovel as easy as the manipulation of a tooth-pick. Get serious about the matter, for the grain trade threatens to be turned wrong side out, like a grain of pop-corn. This is true because the new invention is intended for men troubled with weak backs, and nothing has been said about excluding scoopers.

Henceforth that occasional necessity of the scooper, known as work, will be completely eliminated. He need do nothing but hang around in the vicinity of car doors; the shovel will do the rest. Of course there is a draw-back, for the eagle-eyed assessors may tax the new invention as personal property. This, to be sure, since it interferes with a basic principle, might make the possession of one by a scoop shovel man utterly out of the question.



The Patent Scoop Propeller.

ANNUAL REPORT OF MINNESOTA Chief Grain Inspector.

The annual report of F. W. Eva, Chief Inspector of Grain for Minnesota, states that the total number of carloads of grain of all kinds inspected during the crop year ending Aug. 31, 1911, was 207,280, or 63,356 carloads less than the preceding year. The decrease, of course, was due to the unusual drought conditions which prevailed in some portions of the Northwest. But while less in quantity, this year's grain was considerably better in quality than the preceding year. For instance, it was much cleaner. Out of 75,983 carloads of northern spring wheat inspected on arrival 4% graded No. 1 hard, 50% No. 1 northern and 30% No. 2 northern. Out of the total of 13,681 carloads of durum wheat inspected on arrival 76% graded No. 1, 14% No. 2, and 4% No. 3. The dockage for the 1910 wheat crop averaged 18.28 ounces per bu., compared to 26.32 ounces for the 1909 crop.

Out of 207,280 carloads of all kinds of grain inspected "on arrival" and "out of store" 45,757 carloads were held out for reinspection with the following result: In 25,875 cases the original grade and dockage was confirmed, in 11,257 cases grades were raised, in 3,104 cases grades were lowered and in 5,521 cases dockages were changed. Appeals from the decisions of the reinspectors were made in 30,217 cases; in 23,293 cases the decisions of the reinspectors were confirmed and in 6,924 cases their decisions were changed.

The sampling was done in a quick and generally satisfactory manner. By the establishment of sampling stations at points on lines tributary to the grain terminals the grain was graded in many cases before the arrival of the cars containing the shipment. Samples in locked boxes are placed on board fast passenger trains and hurried by department employes from depot to office for inspection.

The conclusion of this crop year marks the end of six successful years of the office method of making inspections.

The total number of cars reinspected at Minneapolis was 39,112, of which 10,397 were raised and 2,992 lowered, while the dockage was changed on 3,931 and 21,792 were sustained. At Duluth the total number was 6,645, of which 860 were raised, 112 lowered, while the dockage was changed on 1,590 and 4,083 were sustained. For the entire state out of 80,000 cars inspected an average of 1 lb. was the dockage per bu. for impurities; out of 140 cars 6 lbs. per bu. was the dockage, while 118 cars were marked C. C.

The total receipts of the department for the crop year 1910-1911 were \$267,657.06, while the total disbursements were \$272,222.67, showing a net loss of \$2,565.61. The surplus for the year ending Aug. 31, 1910, was \$64,115.86.

In connection with Mr. Eva's report the State Board of Grain Appeals reports that the total number of cars appealed at Duluth was 3,847, of which 938 were raised, 28 lowered and dockage changed on 255, while 2,626 were sustained. The total number of cars appealed at Minneapolis was 26,370, of which 3,902 were raised, 873 lowered and dockage changed on 928, while 20,667 were sustained.

The Illinois and Interstate Good Roads Convention will be held at the Auditorium Hotel, Chicago, Feb. 12. Invitations were sent out by Arthur C. Jackson, pres. of the Illinois Good Roads Ass'n and of the National Good Roads Ass'n.

HEARING ON SEABOARD Differentials.

Baltimore made a very strong presentation of its claims before the Interstate Commerce Commission at Washington recently in its complaint against the Baltimore & Ohio railroad, the Baltimore & Ohio Southwestern, Vandalia, the Big Four, the Pennsylvania and the Northern Central.

The attorneys for the Chamber of Commerce alleged that the railroads discriminated against the city in the shipments of grain from points in the Ohio Valley.

Attorney Daish alleged that the railroads have violated Section 3 of the acts to regulate commerce, which forbids the lowering of prices by carriers in a manner that will be harmful to cities competing for a common trade. The Chamber of Commerce also contends that the rates for car-load shipments of grain from the Ohio valley points to the seaboard greatly exceed what would be a fair proportionate charge.

The Baltimore grain men aver that under such a condition caused by the railroads the trade to this city is impaired and is diverted to Norfolk, Philadelphia and other competing ports. Traffic Manager Sheridan, in discussing the situation, says:

"The rate on export grain to Baltimore from many southern Illinois stations is 17½c per 100 lbs. The proportional rate from these stations to Chicago added to the reshipping rate from Chicago makes the same through rate, but in view of the six months transit privilege at Chicago, and in the absence of

any equivalent advantage, Baltimore does not receive her proper share of grain by direct haul nor do the growers and dealers have the added market that ought to exist.

"There is no desire to deprive Chicago of grain that is tributary thereto, but with the satisfactory service the railroads are supplying on direct hauls, the driers at this port, and good market, Baltimore wants obstacles removed and proper benefit on the west and this port conferred."

The Baltimore Chamber of Commerce was ably represented by John M. Dennis, F. A. Meyer, pres., and Attorneys John B. Daish and Geo. A. Brown. Other seaboard and western grain exchanges were represented.

Import duty on wheat has been reduced until June 15, from 3c to 1c per kilo, by the Mexican government.

A GRAIN DEALER WHO Turned Fisherman.

Geo. D. Montelius of Piper City, Ill., who has long been closely identified with association work, and last year gave up the presidency of the Illinois Grain Dealers Ass'n on account of ill-health, is spending the winter at St. Petersburg, Fla., and judging from the evidences presented herewith, he is determined to catch all the fish in the gulf. In fact, the prize catches shown in our photograph were caught out in the gulf 15 miles from shore. Mr. Montelius had caught all the fish between that point and the shore previously.



Fifteen Fish Caught in One Hour by George D. Montelius, the Fisherman of Piper City, Ill.

GRAIN EXCHANGE BEAUTY CONTEST.

The beauty contest bug recently bit a member of the Minneapolis Chamber of Commerce, inoculating him with the "hunch" that the brokers of that northern metropolis possessed masculine beauty of a most peerless sort. So he went among his fellows and used his tongue as a bow on the fiddle strings of their vanity.

"What an excellent idea it would be," he whispered, "to pick a team of the ten most beautiful brokers in Minneapolis!"

Now in the beginning there was nothing pugnacious in the attitude of the tape knights of the Flour City; they seemed actuated merely by the aesthetic pleasure involved. No sooner, however, had the newspapers given their embryonic plan publicity, than a huge horse laugh blew the roof off of the Chicago Board of Trade, while Duluth giggled at the very idea of the brokers of any city excelling her own sons of trade in pulchritude. In short, tit has been given for tat between the three cities until a beauty war of serious proportions is now under way.

Which crowd has the corner in beauty? That is the question. Teams have been chosen in all three cities, and, needless to say, the end of the contention is not yet in sight.

To give every candidate a fair chance it has been decided that each team must be composed of five classes, as follows: Diplomat-Aristocrat Class, Early Day, Old School, Old War Horse Class, Young Banker-Broker Class, Conversational Class, and All Around Good Looker Class.

Division of Co-operative Profits Under Wisconsin Law.

The State Legislature of Wisconsin has laid down a definite distinction, in the form of a new law, between co-operative ass'ns and corporations for profit.

Under the new requirement the directors of a co-operative ass'n shall apportion annual dividends on the paid-up capital stock not exceeding 6% per annum. Ten per cent of the net profits shall then be set aside as a reserve fund until an amount has accumulated equal to 30% of the paid-up capital stock. Five per cent of this shall be used as an educational fund to teach co-operation. The remainder of the net profits shall be apportioned by uniform dividend upon the amount of purchases of shareholders and upon the salaries of employes, and one-half of this uniform dividend to non-shareholders on purchases.

In productive ass'ns, such as elevators, dividends shall be on raw materials delivered instead of on goods purchased. In case the ass'n is both a productive and a selling concern the dividends may be on both raw material delivered and on goods purchased. In case no dividends are declared for five consecutive years, five or more stockholders may by petition bring about the organization's dissolution before the judge of the circuit court of the county wherein the ass'n has established headquarters. No member of a co-operative ass'n may own shares of a greater aggregate par value than \$1,000.

To distinguish the co-operative ass'ns organized under the new law from those organized for profit, none of the latter may hereafter use the term "co-operative" as part of its corporate or other business name or title.

The GRAIN DEALERS JOURNAL.

CROP IMPROVEMENT NOTES

The Michigan Corn Improvement Ass'n held its annual meeting at Kalamazoo, Mich., Jan. 30. The affair drew a large attendance of dealers and growers.

Progressive agriculture in Arkansas has manifested a new phase in the formation of a boys' corn club with headquarters at Little Rock. The movement was launched at a meeting called by Dan Daniel, chairman of the Grain Comite of the Little Rock Board of Trade.

At a meeting of the directors of the Good Farming Ass'n in Fargo, N. D., on Jan. 26 a comite from Traill County appeared and practically demanded that one of the instructors of the ass'n be located in that county. This came as somewhat of a surprise, as Traill County is considered one of the best farmed counties in the state.

The Texas Industrial Congress has issued notice to the farmers of the state that it will again offer \$10,000 in prizes for the best yields of certain crops raised during 1912. The prizes are so divided as to cover almost every line of agricultural endeavor. Contestant entry blanks are being sent out by Sec'y W. C. Barrickman, of Dallas, Tex.

The next special demonstration and lecture train in Oklahoma will be run over the Atchison, Topeka & Santa Fe division of the Santa Fe system, Feb. 6 to 12, inclusive. Twelve lecturers from the district agricultural boards and the state college will lecture on such subjects as "Increasing Crop Yields on the Acre by Seed Selection," "Corn," and "Agricultural Education in Oklahoma."

Prof. Whitney, Chief of the Bureau of Soils, in a letter to Sec'y Wilson touching on soil survey work, regrets that lack of available funds will not permit the co-operation of federal government and state in more than twelve states. He declares increased appropriations should be made to meet the growing demand for such co-operation. Over 30 states are not co-operating.

Allen County, Kan., is endeavoring to create a new county officer, who will be known as a "farm manager." He will be an expert agriculturist, who will have an intimate knowledge of local farming conditions, and who will be able to assist crop raisers by giving suggestions applicable to their peculiar cases. Wherever the plan has been tried elsewhere it has met with success.

The eleventh annual meeting of the Wisconsin Agricultural Experiment Ass'n was held at the College of Agriculture, in Madison, Jan. 26 and 27, 600 members attending. Prof. C. P. Morgord was re-elected pres. The \$125 trophy for the best peck of barley raised by a Wis. farmer, was won by H. E. Krueger of Beaver Dam. More than \$1,000 in prizes and trophies was awarded.

A booklet of useful information, written by Prof. F. B. Mumford, dean of the Missouri College of Agriculture, and his assistants, C. H. Eckles and F. H. Demaree, entitled "Seven Practical Subjects for the Consideration of the Farmers of Missouri," has been issued by the Wabash R. R. Co. Among the subjects treated are "The Rotation of Crops," "The Production of the Corn Crop," "Oat Production," "Wheat Production," "The Testing of Seeds," and "Methods of Killing Insect Enemies of the Crops."

An agricultural expert will soon be placed in every farming county in the United States, if the Lever bill fathered

by H. H. Gross, Pres. of the National Soil Fertility League, becomes a law. The measure is now before the House of Representatives. It also provides for an increased endowment of agricultural colleges and experiment stations. Each state receiving a share of this fund must appropriate an equal amount. Most authorities have expressed an opinion that the operation of this plan will in a few years increase the farm output at least 50%.

Backed by the Springfield Ass'n of Commerce and the Council of Grain Exchanges, with a primary fund of \$5,000, the business men of Springfield, Ill., have organized a farm bureau to encourage the planting of better seed by farmers and to improve farm conditions generally. Sangamon County is the second county in the state to organize work of this kind, the pioneer honors going to De Kalb County. Bert Ball, of the Crop Improvement Comite of the Council, will aid in starting a similar organization in Terre Haute, Ind., in the near future. This will make Vigo County the first in that state to take up the banner of the campaign.

Word has been received from Louis G. Michael, an American expert employed by the Province of Bessarabia, Russia, that agricultural education is on the boom in that region. He says: At present I am directing the selection work on 35 large estates, and next year we will work on from 40 to 50 estates. In addition, I am going to organize a corps of 7 instructors under the direction of my first assistant agronomist, to establish 35 school gardens on which corn selection methods will be taught. I will also have 7 experiment stations of 30 acres each, one in each district of the province. Each station will be under the guidance of an agronomist, and all of them will be inspected by a head agronomist having his headquarters in Kishinev. Last year I had 5 assistants and 20,000 rubles (\$10,300) to conduct my work, and next year I will have 2 assistants and 60,000 rubles (\$30,900). This increased appropriation shows the confidence of the provincial zemstvo in the practicality of the work which we have undertaken.

The Omaha Grain Exchange in conjunction with the Omaha Commercial Club and the various commercial interests, have arranged to carry on a state-wide campaign for the testing of seed corn and a general improvement of the crop conditions. Thru the publicity bureau of the Commercial Club we have sent out posters explaining the dangerous situation in regard to seed corn, to all mills, elevators, bankers, implement dealers and storekeepers generally throughout the entire state to be posted in a conspicuous place so that all farmers can see them. We are also running weekly warnings in practically all of the country newspapers throughout the state. The Union Pacific, Burlington and Northwestern railroads have offered to send out seed corn special trains during the last two weeks of this month which will be manned by professors of the State University. The various towns are now organizing and spreading the information to the farmers of the exact dates on which the trains will be at their stations, and the bankers and merchants generally will see to it that the farmers come in and attend the lectures. The situation in Nebraska is more serious than even the farmers realize and we earnestly hope to be able to overcome the situation thru the methods we are now undertaking.—F. P. Manchester, sec'y Omaha Grain Exchange.

DIFFERENCE BETWEEN

Rate and Cost of Insurance.

The difference between rate and cost of insurance in the several mutual companies issuing policies on property owned by grain dealers is oft-times confusing and not thoroly understood by the purchaser of insurance. Frequently when an explanation is offered, it calls for additional information.

The question of rate and cost enters largely into the discussion between the prospective buyer of mutual insurance and the company selling it. Rate and cost are two entirely different propositions. As an illustration, let it be said that all policies of insurance issued by any one mutual company are at an average rate of about 2.76%, the actual cost will then average about 1.49 per cent. At this estimate if all policies were issued at a cost of 1.50%, it would produce enough revenue to meet the losses and expenses. However, the losses and expenses would be exactly the same whether the rate were 1.50, 1.60 or even 3.00, which is proof positive that the rate has nothing to do with the cost.

The cost charged by a stock company is always sufficient to more than pay the losses and expenses, as they are also expected to pay a dividend to their stockholders. The rate used by a mutual company is necessarily large enough to produce revenue that will pay the losses and expenses, but should it produce a greater amount? The unused portion belongs to the policyholders and is returned to them or credited on an extension of the insurance.

The safety of any mutual company demands that its rate be higher than the actual needs, as it is better to return to the policyholder a portion of the rate than it is to have the rate so low that there would be practically no return, and in the event of 10% fluctuation in losses, an extra assessment would be required. Further a mutual company adopts a schedule and applies it alike to every elevator in order to produce equity between policyholders, every elevator of the same construction with like machinery and similar exposure pays the same rate and likewise the same insurance cost. The purpose of a schedule is to arrive at a rate termed by mutual companies, the basic rate, as upon this rate is based the cost. Acknowledging that it is loaded beyond any probable needs it means the security of the company's contracts.

The schedule used by mutual companies is practically along the same lines as that used by stock companies, which the stock companies claim is necessary in order to make them safe in writing elevator insurance. The fact that they have since cut that schedule 30% simply illustrates the influence of the mutual companies on the elevator insurance of the country as a whole. The mutual companies having once adopted a schedule, it is still used, and the policyholder can rest assured that every other elevator of practically the same construction is at a no cheaper basis or a lower insurance cost than he is asked to pay for the same protection.

Those grain dealers who have been in business for a number of years know of the many fluctuations in the cost which the stock companies have made on the same elevator for different years. If the mutual companies allowed the stock companies to name their rates or basis, there would be no equity between the members of the mutual company, and the stock

companies for the purpose of meeting mutual competition would at once reduce their rates still more in order that the mutual company might be compelled to levy extra assessments to the dissatisfaction of the policyholder and the retirement of the company. During the past twenty years a number of mutual companies have failed or retired due entirely to an attempt to follow stock company competition.

As previously intimated, it is not a question of basis rate, but of net cost, and when the stock companies will make a lower net cost than the mutual companies are doing, the latter are bound to lose the business, but as the expense ratio of the mutual companies is not one-half that of the stock companies and the loss ratio not over two-thirds, the stock companies recognize they cannot afford to cut the rate on all the business of the country in order to drive out mutual competition. Should they do so, a new mutual company would spring up as soon as the rate was restored to a figure which would recoup their losses.

Under the mutual system of semi-annual collections which leaves one-half of the premium on the total amount of insurance carried in the hands of the policyholder for his personal use, he is at no time out of as much money for insurance as when insured in a stock company at their rates, and the matter resolves itself to a question of net cost.

Surely then when you consider that most mutual companies, particularly the elevator mutuals, specialize, and this is an age of specialization, they are in a better position to furnish insurance at actual cost than are companies insuring all classes of property and subject to the conflagration hazard. By specializing the ratio of expense is reduced as well as the ratio of loss, and the policyholder receives the benefit in the lower cost of his insurance as furnished by the mutual companies. The buyer of mutual insurance must remember to consider only the net cost, that is the amount retained by the company after the policy has been cancelled or has expired.

The official visible supply of grain as reported by Geo. F. Stone, sec'y of the Chicago Board of Trade, from now on will exclude grain in Canada. Canadian wheat and oats passing thru the United States in bond, also will be stated separately. The visible supply of wheat in Canada is reported by the Winnipeg Grain Exchange.

ELEVATION ALLOWANCE and Transit Privileges for Interior Points.

Railroad managers have hitherto consulted only their own ends in deciding what points shall enjoy the transit privilege and elevation allowance. Two leading factors in granting these favors have been pressure by shippers controlling large business and the real or imaginary competition of other lines of road.

No regulation has yet been promulgated by the Interstate Commerce Commission to govern grants of transit privileges and elevation allowances; but an extension of these privileges to many interior points will be possible under the principles expressed by the Commission in the recent case of the Suffern Grain Co. against the Illinois Central Railroad Co. From the decision of the Commission we take the following:

It may be questioned whether carriers should ordinarily be permitted, by the mere form in which they elect to publish their tariffs, to ordain that any business shall be transacted at a particular point. The advantage of the Ohio River grain dealer is not derived from the fact that railroads end and begin at the Ohio River, but rather because their rates are constructed by adding together the rates to that river and from that river.

Privilege will be Demanded by Other Points.—The defendant urges that if this transit privilege is accorded at Decatur it will be demanded at other interior Illinois points. It appears that several towns have been insisting upon it in the past, and if accorded to Decatur it must perhaps be further extended. The complainant expresses the opinion that elevators would not be constructed in over a half a dozen interior towns.

Policing.—The substantial objection which the defendant urges to extending these transit privileges at interior points is the additional trouble and expense which would be required to police such regulations. It hardly seems probable that this would equal the apprehension of the defendant. Decatur and numbers of other Illinois towns already enjoy the milling-in-transit privilege, and it does not appear that this is attended with any unusual trouble or cost to the carriers; nor is it obvious how the difficulty could be much greater in case of grain handled in transit than with that milled in transit. But, still, it is true that to allow the stopping off of this grain at Decatur does entail a burden upon the defendant, for which it might properly require additional compensation, provided it did so at all points. Today it is not only performing this additional service for nothing at Cairo but is actually paying the elevator owner three-fourths of one cent per 100 pounds for the privilege of giving him the extra service.

Charge Should be Same at All Points.—The Illinois Central should be permitted to charge whatever the additional service is fairly worth, but it should make that charge at all points and should not prefer one locality to another.

Peoria, which lies about 75 miles northwest of Decatur, upon a branch of the

Illinois Central, and which is not a rate-breaking point, already enjoys these transit privileges or their equivalent. In justification of this it was urged that Peoria had something more than twice the population of Decatur and was a very large grain-consuming point.

Size of Market.—A community is not entitled to advantages in the adjustment of freight rates simply because it is larger than some neighboring community. It is not the function of railroads or of this Commission to so adjust railroad tariffs that business will be or will not be done at a particular locality. If a locality has natural advantages, it should be allowed to enjoy those advantages, but it ought not to be given the additional artificial advantage which arises from a discriminating railway tariff.

Guilty of Discrimination.—We are of the opinion and hold that if the Illinois Central accords at Cairo transit privileges in the handling of grain which it declines to accord to grain dealers at Decatur it is thereby guilty of undue discrimination against the grain dealer at the latter point, and that an order should be issued requiring this defendant to cease and desist from that discrimination. We do not hold that every village is necessarily entitled to all the privileges of a market, but confine this present decision to the two localities before us.

Undue Discrimination.—We have held in the past that to pay an elevation allowance to one shipper, while declining to pay it to another, or to pay it at one place while refusing to pay it at another, created an undue discrimination, unless justifying circumstances and conditions were shown. To that decision we still adhere, and since, in our opinion, this record presents no reason why the Illinois Central should pay this allowance at Cairo and decline to pay it at Decatur we hold, confining our decision to these two places alone, that such a course of conduct upon the part of the Illinois Central creates an undue discrimination from which that company should be ordered to cease and desist.

May Demand Allowance Before Building Grain Elevator.—Mr. Suffern testified that he had the means and desire to construct at Decatur an elevator for the purpose of treating and handling this corn as it is treated and handled upon the Ohio River, and that he would do so provided the adjustment of rates permitted.

This Commission would not, ordinarily, be disposed to require of these defendants the publication of tariffs which could not be used. Upon the other hand, we do not think that this complainant should be expected to expend a hundred thousand dollars in the erection of an elevator which will be of no value whatever unless the desired change in rates can be obtained. It should be its right to ascertain in advance, whether these defendants will or whether they can be compelled to establish those rates which we have held to be just and lawful.—21 I. C. C. 178.

MODERN ELEVATOR AT Wheatland, Ind.

The grain dealers of Indiana continue to replace old elevators and build new ones of modern design and convenience. Wheatland, Ind., is the location of the 15,000-bu. house illustrated herewith. It has two legs, two dumps for wheat and one for corn, a wagon scale for receiving, and a Richardson Automatic Scale for shipping. The sheller has an hourly capacity of 800 bus., and an Invincible Combination Grain Cleaner is used. The office and wagon scale are some distance from the house, and scales are well protected from the weather. Adjoining the elevator is a large corn crib and adjacent to it are large convenient storage warehouses.

Shrinkage in wheat and rye during storage have been established by Dr. Guido Kraft, a German professor, as 3% after one year's storage, of which 1 3/10% occurs the first quarter, 9/10% the second, 5/10% the third and 3/10% the last quarter; after the first year there is a shrinkage of 1/4% each three months. These are not positive estimates as weather, soil, culture, storage conditions and the condition of grain at time of storage all affect shrinkage.



The Farmers Elevator at Wheatland, Ind.

Grain Carriers

At Lexington, Ill., grain men have been compelled to stop the corn shellers for a time as the elevators are full of grain and the cars necessary for shipment can not be obtained.

The proposed 14-ft. channel in the Niagara River between Buffalo and Niagara Falls, has been favorably reported on by the board of engineers for rivers and harbors at Buffalo.

To secure an outlet for grain at Tam-pico, Ill., 15 miles from Hooppole, which is without a railroad, fifty farmers of Hooppole have organized a company and will pay \$60,000 for the bankrupt Tam-pico-Hooppole electric road.

Flaxseed and barley from western Canada will be shipped to Minneapolis at the same rates as maintain to Fort William and Port Arthur, according to a rate reduction ruling of the interstate commerce commission Feb. 5, which will become effective at once.

The weighing of carload and less than carload shipments by the carriers is being investigated by the interstate commerce commission, it being alleged that discriminations result and unreasonable charges are imposed under the present system of weighing of freight.

The car surplus decreased 39,837 cars during the two weeks ending Jan. 17, as reported by the American Ry. Ass'n, the total number of surplus cars being 102,479; compared with 142,316 idle cars Jan. 3. The reduction is attributed to the recent severe weather and is greatest in coal cars.

The postponed meeting of the joint com'ite of the grain ass'n's and the railroads to confer upon the subject of "natural shrinkage" in transit, will be held Feb. 13, at the Western Union building, Chicago. F. C. Maegly, ass't Gen. freight agt. of the A. T. & Santa Fe, is chairman of the com'ite.

The hearing in the lake and rail rate case before Commissioner Harlan of the interstate commerce commission at Duluth, Jan. 26, was adjourned until Feb. 16, at Washington, because Minneapolis was not ready to submit its testimony, asking for an adjournment after Duluth had submitted its testimony and presented its exhibits.

The Interstate Commerce Commission rendered a decision, Jan. 9, in favor of the Maricopa County Commercial Club in its case against the Santa Fe, Prescott and Phoenix R. R. Co., finding that the advanced rates on barley, bran and wheat from Phoenix, Ariz., and nearby points to various other points in Arizona, were unreasonable and directing that an order be issued to establish just and reasonable rates on these articles as prescribed.

The Southwest Pass at the mouth of the Mississippi river has been declared open to navigation by the Government in response to the request of the Executive Com'ite of the General Conference on improvement of the channel at the mouth of the Mississippi river, altho the construction of a channel 35 ft. deep and 1,000 ft. wide in this pass, as ordered by Congress, has not been completed. It is believed, however, that the commerce of the port of New Orleans can be better served thru this pass and the risk of navigation decreased.

The first hearing on a petition from the Southern Illinois Millers' Ass'n in regard to the regulation of reshipping on railroads, between St. Louis, East St. Louis and the East, principally the Louisville & Nashville R. R., was held at St. Louis Jan. 27, before Special Examiner Prouty of the interstate commerce commission.

A decision in the Sioux City grain rate case in which shippers ask an adjustment of grain rates to and from Sioux City, which it was expected would be given early in January, will probably not be handed down until the United States supreme court defines and limits the power and jurisdiction of the new Commerce Court.

Reparation for expense incurred by shippers in equipping cars with grain doors has recently been ordered by the Interstate Commerce Commission to Peters & Thompson, \$50.40 on 42 cars of corn loaded at Sugden, Okla., by the C. R. I. & P., and Home Grain Co., Kansas City, Mo., \$43.20 on 36 cars of wheat and corn, by the C. R. I. & P.

Free tolls for American vessels passing thru the Panama canal were urged at a meeting of the Ass'n of Chambers of Commerce of the Pacific Coast in San Francisco Jan. 27. James Slausson, pres. of the Los Angeles Chamber of Commerce, stating that only about one-third of the present congressmen favored free toll for American shipping thru the canal.

Farmers in five townships of Grand Forks and Traill counties, North Dakota, desiring a more direct rail connection with Fargo, Grand Forks and the grain markets of the northwest, have offered the Chicago, Milwaukee & St. Paul railroad free right of way for an extension of the road from Fargo to Grand Forks on the North Dakota side of the Red river.

It is estimated that there will be 60,000 bus. of grain between Duluth and Superior and Port Arthur and Fort William elevators, including the amount in vessel storage, at the opening of navigation in the spring, which is an unprecedented situation. Probably 12,000,000 bus. of Canadian grain of the present crop will be sent East via the American head of the Lakes.

Suit to recover \$165.82 and attorney's fees of \$100, has been filed by the J. R. Harold Grain Co. of Wichita, Kan., against the Santa Fe R. R. Co. It is alleged the railroad company required 20 days to deliver a car load of corn from Kansas City, Mo., to Elk City, Kan., and that the consignee refused to accept shipment on account of delay, forcing them to resell at a loss of 8c a bu.

The Interstate Commerce Commission has ruled in opinion No. 1678 that hereafter a \$1 reweighing charge on coal can be collected by the railroads only in case the destination weights confirm the billed weights within one per cent, with a minimum of 500 lbs. Coal shall not be reweighed unless under special instructions or upon request of consignee. In the latter case the actual tare and net weights will be furnished. These weights will be accepted as correct and final and correction on the waybill for charges from billing point will be made. In case the consignee does not request reweighing until after the cars have been placed for unloading, thus causing extra trouble in switching, the charge shall be the regular switching charge plus the \$1 reweighing charge.

The bulk freighter, Col. James M. Schoonmaker of 14,000 tons capacity, built for the Shenango Steamship & Transportation Co. of Pittsburgh, by the Great Lakes Engineering Co. at Ecorse, was the largest vessel launched on the great lakes last year. Nine bulk freighters were built last year and of the 29 vessels now in the great lake's ship yards for 1912 delivery, 3 are bulk freighters.

An investigation of the alleged discriminations of railroads and rail and ocean routes against Atlanta, Ga., in favor of Memphis, Chattanooga and Knoxville, Tenn., in class and commodity freight rates from Boston, New York and other eastern points of origin, will be made by the Interstate Commerce Commission. The Atlantic freight buro has made the charge that the Tennessee cities are given a decided preference over Atlanta and points taking same rates, the rates averaging 8c per 100 lbs. more to Atlanta.

The Interstate Commerce Commission has ordered the C. & N. W. R. R. Co. to refund \$51.72, with interest from Feb. 19, 1908, to the Interstate Grain Co. of Sioux City, Ia., for overcharges on a carload of oats from Hurley, S. D., to Chicago, Ill. In giving the decision Nov. 7, the Commission called attention to the fact that it is as unlawful for a carrier to overcharge a shipper as to give him a rebate and that a refund should have been made by the defendants without an order by the Commission.

T. A. McGrath of the Minneapolis Traffic ass'n, in speaking of the car shortage situation, says: The situation as it exists is not generally serious, but it is serious in places; and all along from Minneapolis to Chicago there are signs of accumulation and congestion. The railroad men blame the bad weather. Motive power shortage is largely responsible, and that is due in part at least to the severe cold. It looks as if the situation might be righted with continued good weather, but will get worse if this cold and snowy weather lasts.

The construction of the Hudson Bay Railway by the Canadian government will begin at once, preparations having been made for the shipment of the necessary supplies to the northern construction camps. Western Canada is of the opinion that this road will be of great importance in exporting grain and relieving the congested conditions that have prevailed this year, even tho the navigation period each year on Hudson Bay is very short. Large terminal elevators at the port or ports on the bay can be filled at any time and the wheat shipped out as fast as possible during the three months of open water in the bay.

The Interstate Commerce Commission dismissed the complaint of the Brook-Rauch Mill & Elevator Co. of Little Rock, Ark., against the St. L. I. M. & S. R. R. Co., in an opinion given Jan. 21. The plaintiff contended that the charges for necessary out-of-direct line service on shipments of grain and grain products from Omaha to both Conway and Morrilton, Ark., with transit privileges at Little Rock, were unreasonable and unduly prejudicial, holding that since the rate from Omaha to both Conway and Morrilton is the same as the rate to Little Rock, the extra charges for out-of-line haul should be based on the actual distance from Little Rock to each of these stations, Conway being 30 miles and Morrilton 50. The Commission, in its opinion, states that under all the circumstances we cannot find that the charges

for the extra service occasioned by the out-of-line haul as to either Conway or Morrillton are unreasonable or subject complainant to undue prejudice.

At the inquiry into the express business before the Interstate Commerce Commission, Jan. 31, it developed that the shippers pressing the inquiry desire a reduction of approximately 30% in the express rates of the country. It is estimated that between 1893 and 1910, the increase of express revenues to the railroads was 184%, which is 70% more than the increase of freight revenues and 112% more than the increase in mail revenues, while the increase in population during the same period was only 38%.

An all-rail rate of 32c a bu. on flaxseed from Port Arthur and Fort William to the Atlantic seaboard, to correspond with the all-rail rate from Duluth, will become effective Mar. 1, and will bring a great quantity of Canadian flax thru Duluth. At present the rate from the Canadian head of the lakes to New York is 7½c under the Duluth rate, and western Canada flax is shipped to eastern American points via the Canadian head of the lakes. The new rate will make the all-rail shipments just as cheap and will be in force until Apr. 26. This adjustment should relieve the congested car situation at the Canadian head of the lakes.

The United States Supreme Court has rendered a decision upholding the absolute authority of the Interstate Commerce Commission in the fixing of railroad rates and other questions of fact without the supervision of such orders by the Commerce Court, which must in future confine its reviews to questions of law. This reverses a decree of the United States Circuit Court and makes the orders of the Interstate Commerce Commission final on questions of fact. Several rulings of the Commerce Court, attempting to suspend or set aside orders of the Interstate Commerce Commission on questions of fact, are annulled by this decision. The Commission and not the Commerce Court is empowered to pass upon the question of railroad rates, and in fixing a reasonable rate upon substantial evidence, its

order is final, making it in effect, a jury whose verdict cannot be set aside.

The transfer of 1,000,000 lbs. of "transit" on wheat from the burned plant of the Red Lake Mfg. Co. at Red Lake Falls, Minn., to the same company's mill at Atwater, was ordered Jan. 27, by the Minnesota state railroad and warehouse commission, thereby making a ruling in "milling in transit" privileges that is of interest to all traffic men. A "transit" privilege had accumulated on wheat billed to the east, to be milled at Red Lake Falls, but which had not been reshipped on the thru rate from that point, as flour at the time of the fire. There were 7,023,670 lbs. of "transit" unused at that time, and it will now be shipped on "transit" rates from the mill at Atwater.

A suspension of Classification No. 51 of the Western Classification Com'ite to go into effect Feb. 15, was asked by the National Industrial Traffic League at the Chicago hearing Jan. 29. Before the State Commissioners could be heard in the matter, however, Examiner Brown announced that it would be futile for them to expect him to recommend such a suspension and state commissioners Clifford Thorne of Iowa, Geo. A. Henshaw of Oklahoma, T. M. Bradbury of Missouri, F. C. Robinson of South Dakota, J. A. Little of North Dakota, J. Hedlund of Texas and E. E. Smythe of Kansas immediately withdrew from the courtroom and held a meeting, deciding to appeal direct to the Interstate Commerce Commission at Washington for a hearing of protests before the classification is put into effect. A petition signed by these commissioners and by those of Minnesota and Wisconsin and Thos. L. Wolf, rate expert of Illinois, was forwarded to Washington Feb. 4, secured a postponement. It is charged that changes embraced in the new classification mean a raise in more than 8,000,000 rates from Chicago alone and that the alterations represent a scheme on the part of the railroad companies to obtain millions of dollars through a general boost in rates. In speaking of the matter, Commissioner Thorne says: This is one of the most important proceedings brought

before the commission and directly affects 20,000 towns and millions of people in the territory between Chicago and the Pacific coast. This new classification was issued thirty days ago and we have not had time to peruse the bulky document and find out fully what the railroads propose to do. We have found out some things, however, which lead us to conclude that rate increases on a very large scale are being sought.

Reparation Allowed for Over-charges.

Reparation for overcharges on grain shipments has recently been ordered by the Interstate Commerce Commission in the following cases:

Merriam & Millard Co. and Merriam & Holmquist Co. of Kansas City, Mo., \$50 on ten cars of corn from Council Bluffs, Ia., to Omaha, Neb., by the C. B. & Q.

Moore Grain Co., Kansas City, Mo., \$14.40 on car of oats from Kansas City to Hope, Ark., by the M. K. & T.

M. C. Peters Milling Co., Omaha, Neb., \$55 on 11 cars of grain from Iowa points to Omaha, by the C. B. & Q.

Crowell Lbr. & Grain Co., Omaha, Neb., \$10 on two cars of grain from Council Bluffs, Ia., to Omaha, Neb., by the C. B. & Q.

Updike Grain Co., Omaha, Neb., \$5.55 on one car of corn from Exeter, Neb., to Waco, Tex., by the C. B. & Q.

Fowler Commission Co., Kansas City, Mo., \$20 on one car of corn from Peno-kee, Kan., to Kansas City, Mo., by the M. K. & T.

Howard Brokerage Co., \$25.09 on one car of corn from Wood River, Neb., to Pasadena, Cal., by the A. T. & St. Fe.

Browne Grain Co., McKinney, Tex., \$18.40 on one car of snapped corn from Roca, La., to Griffith, Tex., by the T. & P.

F. A. Derby & Co., Sabetha, Kan., \$42.11 on two cars of corn from Bern and Powhattan, Kan., to Aline, Okla., by the C. R. I. & P.

American Milling Co., \$30.68 on 4 cars of elvtr. dust from Mansfield, O., to Peoria, Ill., by the Penna. Co.

NEW 60,000-BU. ELEVATOR At Pawnee, Ill.

Many large elevators are being erected at country stations in Illinois, and are being equipped with modern devices for cleaning and improving grain. Illustrated herewith is a new house recently constructed by the P. H. Pelkey Construction Co. at Pawnee, Ill., for Twist Bros.

The elevator is a 60,000-bu. cribbed house, with a 160,000-bu. ear corn crib adjoining it. The power plant is equipped with steam engine and boiler. The house has a concrete foundation, 5 dumps, 2 legs, each with 14x7 inch buckets, a Eureka Wheat Cleaner and a Western Corn Sheller and Cleaner.

The dust house beside driveway is provided with valve, so that its contents may be dropped into a wagon, and the contents of the cob house on the other side of the driveway may be dropped into furnace room. The crib is 24 ft. wide, 28 ft. high and 148 ft. long. The elevator is completely covered with galvanized iron.

Instructions to inspectors for the grading of hay and straw and the official grades established by the National Hay Ass'n have been published in a booklet by J. Vining Taylor, sec'y, Winchester, Ind.



Twist Bros. New Elevator at Pawnee, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Pere M. in 3698 gives rules governing allowance for transfer of grain; effective Feb. 15.

Can. Nor. in W1047 gives rates on wheat and oats to Duluth, Minn., from Can. Nor. stations; effective Feb. 16.

N. Y. C. & H. R. in A21340 gives rates, effective Feb. 29, on corn, oats, rye and wheat from N. Y. points to B. & A. stations.

Erie in Sup. 5 to A3927 gives rates, effective Feb. 26, on grain and grain products between Erie and Chicago and E. stations.

Ill. Cent. in 1675D makes a rate of 8c on wheat from Chicago, Ill., and rate points to Belleville, Ill.; effective state, Jan. 15, interstate, Feb. 25.

Minn. & St. L. in 28A gives rules, effective Mar. 1, governing milling, cleaning, mixing and shelling of grain in transit at Minn. & St. L. stations.

Erie in Sup. 2 to B1217 gives rates on grain and grain products from Erie stations to Del. & East. and N. Y. O. & W. stations; effective Feb. 15.

C. B. & Q. in GFO8750C gives allowances, effective Feb. 12, for storing, cleaning and re-consigning of grain in transit at Kansas City, Mo. (destined to Tex.).

Can. Pac. in Sup. 8 to E1287 gives rates, effective Mar. 1, on grain and grain products from Fort William, Port Arthur and Westfort, Ont.; to eastern points.

C. L. & Sou. in GFO131E gives rates, effective Feb. 15, on grain and grain products from C. I. & Sou. and Chi. & W. V. stations to C. F. A. and Can. points.

C. R. I. & P. in Sup. 6 to 13207E gives rates on grain and grain products from Mo. River points to connecting lines stations in Ill., La. and Wis.; effective Feb. 27.

D. T. & I. makes a rate of 8c on grain, effective Feb. 22, from Adrian, Mich., Columbus, Grove, Leipsic, Lima and Napoleon, O., to Bay City and Saginaw, Mich.

C. R. I. & P. will make a thru rate on grain only, with transit privileges at Chicago, from stations on the St. P. & K. C. S. L. to Memphis, Tenn.; effective Feb. 26.

C. M. & St. P. in Sup. 25 to GFD4D gives rates, effective Feb. 13, on corn, oats, rye and wheat from Kan., Mo., Neb. and Ia. points when originating beyond, to Mich. points.

P. R. R. in Sup. 1 to ICC JJ323 gives rates, effective Feb. 20, on grain and grain products from P. R. R. stations and connections to northern, eastern and New Eng. points.

Mo. Pac. in Sup. 3 to ICC A1898 gives rates on grain and grain products from Colo., Kan., Mo., Neb. and Okla. points to Mo., Ill., Tenn. and La. points; effective Feb. 17.

P. R. R. in Sup. 8 to ICC GO1503, gives rates, effective Mar. 1, on grain and grain products, from P. R. R. stations and connections to N. Y. N. H. & H. stations and connections.

C. P. & St. L. of Ill. in Sup. 3 to GFO8087D gives rates on grain and grain products, effective Feb. 13, from Pekin and Peoria, Ill., and rate points to Ark., La., Ala., Miss. and Tenn. points.

Mo. Pac. in 2585A gives rates, effective Feb. 29, on grain and grain products between stations in Mo., Ill., Memphis, Tenn., and rate points and St. L. I. M. & S. stations and connections in Ark.

Santa Fe makes a rate of 22c on oats, effective Mar. 1, from Williston, Braman, Sumpter, Tyner and Tonkawa, Okla., to Memphis, Tenn., and Little Rock, Ark.; from Manchester, Okla., 23½c.

B. & O. S. W. in Sup. 4 to H2122F gives rates, effective Mar. 1, on grain and grain products from Cincinnati, Louisville, St. Louis, and other B. & O. S. W. stations to Ky., O., Pa., and W. Va. points.

C. & N. W. will make a rate of 14½c on grain, effective Feb. 15, from Alcester, Canova, and Yankton, S. D., to Arco, Burkhart, Ivanhoe and Tyler, Minn.

C. C. C. & St. L. in Sup. 8 to 1401A gives rates on grain and grain products, effective in state Feb. 1, interstate, Feb. 15, from C. C. C. & St. L. and Cin. Nor. to Ky., O., Pa. and W. Va. points.

Vandalia in Sup. 2 to 30, Sec. 343, gives rates on grain and grain products C. L. and L. C. L. from Vandalia stations to C. F. A. and southern points; effective state, Jan. 15, interstate, Feb. 14.

St. L. & S. F. in Sup. 7 to 1558 gives rates, effective Feb. 29, on grain and grain products between Mo., Minn., and Ill. points and points taking the same rates and Ark., Ill., Kan., Mo. and Okla. points.

Ill. Cent. in Sup. 18 to 1081A gives rates, effective Feb. 15, on grain and grain products from Ill. Cent. stations in Ill., also Evansville, Ind., and St. Louis, Mo., to Ill. Cent. stations and connections in C. F. A. Terr.

Wabash in Sup. 5 to C5493 gives local and joint rules and regulations showing privileges granted on grain and grain products in transit at Wabash stations and connections; effective state, Jan. 28; interstate, Feb. 17.

R. I. will make a rate of 21c on corn, oats and wheat, effective Feb. 21, from Minneapolis, Minnesota Transfer, St. Paul, Minn., (when originating at points from which no thru rates are in effect), to Port Arthur, Tex.

L. S. & M. S. in Sup. 17 to ICC A2532 gives rates, effective Feb. 15, on grain and grain products from Chicago, South Chicago, Ill., Indiana Harbor, Ind., and other L. S. & M. S. stations and connections to C. F. A. points.

C. B. & Q. in Sup. 15 to GOF1218B gives rates, effective Feb. 22, on grain and grain products from Kan., Neb. and Colo. points to Brookport, Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and Paducah, Ky.

C. R. I. & P. in Sup. 5 to 17020A gives rates on grain and grain products between St. Louis, Mo., and points taking same rates, East St. Louis, Cairo, Gale, Thebes, Chicago, Joliet and Peoria, Ill., and Ark. points; effective Feb. 29.

St. L. S. F. & Tex. in Sup. 4 to 638 gives rates, rules and regulations governing the reconsignment, shelling, cleaning and milling in transit of grain and grain products, at St. L. S. F. & Tex. stations and connections; effective Feb. 10.

K. C. Sou. in Sup. 10 to 1491E gives rates on grain and grain products, effective Feb. 15, from Kansas City, Mo.-Kan., Mo. River point stations on K. C. Sou. and connections to Little Rock, Pine Bluff, Ark., and St. L. S. W. station in Ark.

Ill. Cent. in Sup. 17 to 1081A, gives rates on grain and grain products from Ill. Cent. stations in Ill., also Evansville, Ind., and St. Louis, Mo., to Ill. Cent. points and connections in Ind., Ky., Mich., N. Y., O., Pa., and W. Va.; effective Feb. 1.

C. Gt. W. in Sup. 2 to 68A gives rates, effective Feb. 15, on grain and grain products from stations in Minn. to Chicago, Ill., and C. Gt. W. stations in Ill. and Ia., taking same rates; also St. Louis, Mo., and East St. Louis and Peoria, Ill.

C. R. I. & P., in Sup. 4 to 17027A, will make rates on grain and grain products, effective Feb. 16, between St. Louis, Mo., and points taking the same rates, East St. Louis, Cairo, Gale, Thebes, Chicago, Joliet and Peoria, Ill., and stations in Ark.

Wabash, in F5651, will make a rate of 16c (advance) on grain and grain products, and 15c on corn, oats and barley, C. L., and articles taking the same rates, effective Feb. 10, from Danville, Ill., to St. Paul, Minneapolis and Minneap. Minn.

R. I. will make a rate of 26c on corn and articles taking the same rates and 30½c on wheat and articles taking the same rates, effective Feb. 14, from Rydale, Scandia, Courtland, Formoso and Montrose, Kan., to Pine Bluff, Ark., and points taking the same rates.

Burlington will make a rate of 15c, effective Feb. 15, on wheat and articles taking same rates, from Kansas City and St. Joseph, Mo., to Rices, Royalton, and Little Falls, Minn. (rates apply on grain originating or products milled at St. Joseph and Kansas City.)

Ill. Cent. in 3455H gives rates, effective Feb. 20, on grain cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed at Cairo, Ill., and reshipped to Ill. Cent. stations and Yazoo and M. V. points in Miss. Valley, southeastern and Carolina territory.

C. & E. I., in Sup. 15 to 622A, will make a rate of 16c on wheat and articles taking the same rates, and 15c on corn, oats and barley, and articles taking the same rates (advances), from Danville, Ill., to Minneapolis, Minnesota Transfer and St. Paul, Minn.; effective Feb. 10.

Mo. Pac. in Sup. 1 to 4100 gives rates, effective Feb. 20, on corn, oats, rye, and wheat (as proportional rates only applying on shipments originating at points beyond) from Council Bluffs, Ia., Nebraska City, Omaha, and South M. & O. stations, and Chester and Okla. points.

M. & O. in Sup. 8 to 5526 gives rates, effective Feb. 24, on grain and grain products from Cairo, Ill., to Ala., La., and Miss. points, also rules governing reshipping privileges on grain and grain products and milling in transit privileges on grain and grain products at Cairo, Ill.

C. B. & Q. in Sup. 3 to GFO1362G gives rates, effective Feb. 15, on grain and grain products between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., and Ill., Ky. and Ind. points, also West Bank Miss. River points, also Green Bay and Kewaunee, Wis.

R. I. makes effective Feb. 26, rates of 20c on wheat and 18½c on corn from Garden City, Radcliffe Crossing, Sherman, Buckeye and Racine, Ia., to Memphis, Tenn.; effective Feb. 29, 20c on wheat and 18c on corn between St. Louis, Mo., East St. Louis, Ill., and Bigelow, Ark.

Ill. Cent., in Sup. 5 to 986B, gives rates on grain and grain products, effective Jan. 27, from Ill. Cent. stations forwarded thru Louisville, Ky., or to Louisville, Ky., to be reshipped or milled in transit and products shipped from Cairo, southeastern Miss. Valley territories and Nashville, Tenn.

III. Cent. in 958E gives rates, effective Feb. 21, on grain and grain screenings from Ohio and Mo. River crossings, St. Louis, Mo., East St. Louis, Ill., Ill. Cent., C. B. & Q., C. M. & Gulf, S. D. Cent., and Wabash stations to Memphis, Tenn., to be reshipped or milled in transit and product shipped.

C. B. & Q. in GFO3200B gives rates on grain and grain products, C. L. and L. C. L., effective Feb. 15, between Mo., Kan., Neb., Ia. points, also between same points and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates, also stations in Ia. and Mo.

C. R. I. & P. in Sup. 57 to 18750A gives rates, effective Feb. 20, on grain and grain products from Mo. River points (originating at Ia., Mo., Kan., Neb., Colo., Okla. and Tex. points) or on grain products manufactured at the Mo. River from grain originating beyond to C. R. I. & P. stations and connections.

Erie makes effective Feb. 10 rates on grain for export from Buffalo, N. Y., ex-lake, as follows: to Long dock, Jersey City, N. J., wheat 5½c, rye 5¼c, corn and barley 4¾c, oats 3¾c per bu.; to Baltimore, Md., wheat 5.2c, corn 4.45c, rye 4.95c, barley 4.55c, oats 3½c per bu.; to Boston, Mass., wheat 5.5c, corn and barley 4¾c, rye 5¼c, oats 3.7c per bu.; flaxseed 5.5c.

Can. Pac. makes a rate of 24c on barley from Port Arthur, Fort William and West Fort, Ont., to Duluth, Minneapolis, Minnesota Transfer, St. Paul, Minn., and Superior, Wis.; 23c on wheat, oats and barley from Port Arthur and West Fort, Ont., to Baltimore, Md.; 23c on wheat, oats and barley and 25c on other grains from same points to New York, N. Y., and Boston, Mass.; effective Feb. 19.

C. & A. in Sup. 7 to 1609B makes a rate of 14½c on wheat between Kansas City, Mo., and Chicago, Ill.; 13½c, Peoria; 11½c, St. Louis, Mo., and East St. Louis, Ill.; 13½c on rye, corn and oats between Kansas City, Mo., and Chicago, Ill.; 12½c, Peoria; 10½c, East St. Louis, Ill., and St. Louis, Mo.; 11c on corn, oats and rye between Glasgow, Mo., and Chicago, Ill.; 9½c, Peoria, Ill.; 8c, East St. Louis, Ill., and St. Louis, Mo.; effective Feb. 16.

R. I. will make rates of 14½c on wheat and articles taking the same rate and 13½c on corn and articles taking the same rates, between Bonfield, Booth, Coster, Gardner, Ill., and St. Joseph, Kansas City, Mo., Atchison and Leavenworth, Kan.; effective Feb. 9; also a rate of 12c on wheat and 11c on corn, rye, oats and barley from Mo. river points to Burlington and Honey Creek, Wis.; 9c on wheat and 8c on other grain from Mo. river points to St. Jacob and Cantine, Ill.

New Method to Pollinate Corn.

An improved method of artificial pollination in corn is announced by the U. S. Dept. of Agriculture in Circular No. 89. Instead of inclosing the young ears and their tassels in paper bags, and later dusting the silks with the accumulated pollen, the new method purposed to use strong paper tubes about 4 inches in diameter and 40 inches long, which are pushed over the tassel and wired firmly at a point just below the upper end of the last leaf sheaf. The other end of the tube is then brought down and passed over the young ear and securely wired. In pulling the tube down to the ear the tassel will be bent to one side in such a way that as soon as the anthers open the pollen falls down the tube and comes in contact with the silks. The tubes should be put in place four or five days before the silks are expected to appear.

The new method is superior in several ways. With the bagged plants a frequent source of annoyance is that the ear bursts through the bag in moist weather, and that the silks become exposed by growing down along the husks and coming out between the wire and the ear. The tubes, of course, eliminate this trouble. Moreover, the small diameter of the tube and the freedom given to the elongation of the ear causes the silks to grow straight up the tube.

Thirty tubes can be applied in an hour and the work is all done in one operation.

The Buenos Aires Grain Exchange holds two sessions daily except Saturday. The morning call is from 10 to 11 and the afternoon call 4 to 5 p. m.

In support of his argument against arbitrary government standards for feeds, W. E. Savage of the Imperial Grain & Mill Co. of Toledo, O., says that a certain grade of feed manufactured by his company from whole grains of corn and oats, is barred from the state of Virginia because the protein on it does not average 10% during the entire year. Commercial feedstuffs and feed made from whole grains are barred in Pennsylvania if they contain more than 9% fiber, altho the same feeds meet all the requirements of the Ohio laws. He also objects to license and tax fees, explaining that in Ohio his company must pay a personal and a real estate tax, an income tax and a corporation tax, and a license fee for the sale of its feeds in the state. He believes that each state should furnish sufficient funds to take care of any expense necessary to meet expenses of the departments of dairy and food commissioners, as is done in Pennsylvania.

Feedstuffs

Baltimore received in January 291 tons of feed and shipped 49 tons; compared with 98 tons received and none shipped in January, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Milwaukee received 11,997 tons of feedstuffs and shipped 21,191 tons during January; compared with 6,255 tons received and 18,090 tons shipped in January, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

Alfalfa has a great future. In five years I predict that alfalfa flour will be so improved that it will be in common use. It is a coming food and may become a substitute for wheat.—Edward Tilden, Chicago, Ill.

German beet sugar factories save their pulp by drying and mixing with molasses for stock feed, a part of which is exported to the United States. The same process of drying by passing between large steam-heated cylinders is used in the manufacture of potatoes into animal feeds, having about the same value as corn.

Arguments as to the constitutionality of the Indiana pure food act of 1907 were recently heard by the Supreme Court of the U. S. It was contended that the law upholds two standards for the manufacturer of foods entering into interstate commerce and that it was enuf to obey the federal law, without having to meet the requirements of the state law also.

Notice of judgment against the D. Rothschild Grain Co. of Iowa has been issued by the board of food and drug inspection at Washington, for the adulteration and misbranding of oats shipped to Arkansas. It is alleged that the product is a mixture of oats, barley and debris, instead of being as represented, composed of No. 3 white, and it is therefore pronounced misbranded.

The 10,000 bus. of salvage wheat belonging to Lull & Metzler, which the Government has been holding in storage at the Clover Leaf Elvtr. at Toledo since it was confiscated last November, was released by Judge Killets in the United States district court, to the owners, Charles R. Lull of Milwaukee, Wis., and C. E. Metzler of Binghamton, N. Y., with the understanding that the grain will not be sold or otherwise disposed of in this country, the owners posting a bond of \$2,000 as security.

The Tri-State Retail Feed Dealers' Ass'n, composed of the retail feed dealers of New York, Pennsylvania and New Jersey, will hold its mid-winter meeting at Hotel Arlington, Binghamton, N. Y., Feb. 27. An interesting program has been prepared by Pres. Chas. I. Carrier, who will call the meeting to order at 10 a. m. The morning session will be devoted to the business of the ass'n. In the afternoon Prof. H. H. Wing of Cornell University will deliver an address on "Commercial Feedstuffs from the Farmer's Standpoint," and will conduct a question box on the subject. A paper on "Governing Rules of Feed and Grain Transportation" will also be read. The evening program includes a banquet which will be served to members and visitors at \$1 per plate.



Grain Exchange Delegates who Visited Washington Recently Found the Government in New Hands.

Seeds

S. G. Courteen of Milwaukee, Wis., will build a \$200,000 seed warehouse, which will be one of the largest in the West.

Last year the Borden Ranch, near Victoria, Tex., produced 185 tons of sorghum seed which was sold to Texas farmers.

Joseph Schonborn of Centerdale, Ia., is having a Ferrell Seed Cleaning outfit installed by the Newell Construction Co.

Charles F. Lias has been reappointed inspector and registrar of flaxseed for the ensuing year for the Chicago Board of Trade.

A car load of Indiana cloverseed was recently received by Henry Hirsch of Archbold, O., the price paid being close to \$11,000.

The Clinton Seed Co. has been incorporated at Clinton, Okla., by H. B. Lipscomb, Geo. E. Lipscomb, E. A. Humphrey and H. W. Smith; capital stock \$2,000.

During the past three years we have shipped from 3,000 to 5,000 bus. of meadow fescue seed annually. It is a new crop in this section.—J. D. Mann, Montrose, Mo.

Owing to the poor quality of the seed on hand, the county commissioners of South Dakota estimate that 750,000 bus. of seed wheat will be shipped into the state this spring.

Milwaukee received 66,000 bus. of flaxseed and shipped 6,135 bus. during January; compared with no receipts or shipments in January, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

Baltimore received in January 2,353 bus. of clover seed and shipped none; compared with 532 bus. received and 346 shipped in the same month last year.—James B. Hessong, sec'y Chamber of Commerce.

Canada produced in 1911 12,921,000 bus. of flaxseed on 1,131,586 acres; 1,155,600 bus. of beans on 60,630 acres, and 4,536,100 bus. of peas on 287,135 acres.—Archibald Blue, chief of census and statistics, Dept. of Agri., Ottawa, Ont.

Spain produced 12,377 bus. of millet seed and 93,280 bus. of canary seed in 1911; compared with 11,003 bus. of millet seed and 105,523 bus. of canary seed in 1910, according to revised estimates of the Junta Consultiva Agronomica.

A seed bulletin, showing the results of the tests made with various seeds collected from dealers thru-out the state will be issued within the next ten days by Chief Feed and Seed Inspector A. L. Garrison in the Tennessee state Dept. of Agri.

The Rush Seed Co. has been incorporated at Waco, Tex., with a capital stock of \$15,000, by Mel. L. Webster, Dan S. Jones, W. S. Murrell, and H. D. Kline, who have also incorporated the Mel. L. Webster Co. with a capital stock of the same amount, to grow, sell and purchase seeds, plants and trees.

When the amount of combined arsenious oxid is stated on Paris-green labels the department will consider the product misbranded unless it contains as much combined arsenious oxid as claimed, such combined arsenious oxid as is claimed, such combined arsenious oxid being determined by the method outlined in Bulletin 107 of the Bureau of Chemistry, according to a decision given Feb. 3 by the Insecticide and Fungicide Board of the U. S. Dept. of Agriculture.

Seed grain, particularly wheat and oats, for the spring season will be advanced to destitute homesteaders on unpatented lands in Canada, by Robt. Rogers, Minister of the Interior, a lien being taken on the homestead for the value of the grain advanced.

Carload rates on small lots will be given by the Minn. & St. L. R. R. on seed grain to any points in South Dakota, regardless of the amount and consignee, effective Feb. 15. Seed grain consigned to county commissioners for distribution to farmers who lost their last season's crop will be hauled free.

Prof. Andrew Boss of the Minnesota State Agricultural College estimates that it will require 300,000 bus. of seed corn to plant the same acreage in the state as last year, and predicts that owing to the scarcity of seed, the farmers will have to pay \$5 a bu. for seed corn, which is double the price paid last year.

The millet seed crop in this territory will run about 40,000 bus., which is half of last year's crop. Threshing is not all done, and a large amount of seed is damaged. About 60,000 bus. of millet seed and 5,000 bus. of timothy seed are annually shipped from Osgood, Harris and this station.—Proctor & Root, Galt, Mo.

Kansas City received 207,143 bus. of kafir corn and 1,000 bus. of flaxseed and shipped 201,786 bus. of kafir corn and no flaxseed in January; compared with 224,107 bus. of kafir corn and 1,000 bus. of flaxseed received and 194,643 bus. of kafir corn and 1,000 bus. of flaxseed shipped in January, 1911.—E. D. Bigelow, sec'y Board of Trade.

The Commercial Club of Lemmon, S. D., has appointed Oscar C. Olsen, F. A. Finch and Thomas D. Potwin as a comitee to urge the county commissioners to follow the example of the adjoining counties, and take steps to supply the homesteaders of Perkins county with free seed wheat this spring, on account of the crop shortage of last year.

A car load of timothy seed owned by the Albert Dickinson Co. of Chicago, was recently seized at Richmond, Va., and an order to remove it from the state issued because the laws of Virginia require that timothy seed shall be 90% pure and the government tests on the carload in question were 89.3, 89.4, and 89.5% pure. What will Government next attempt to do?

London, Eng.—The spring sowing seed demand is now on. Reds, both English and foreign in good demand, prices firm. Alsikes very firm in Canadian and American seed. English and German also. Whites scarce and high in price. Trefoils rising. Timothy scarce and dear. Province Lucerne cheap and good. In grasses: French-Italian, Irish-Italian and perennials show fine samples, reasonable prices.—John Picard & Co.

Prof. Hansen, former agricultural explorer for the U. S. Dept. of Agri., reported at a recent meeting of the Sioux Falls Conservation Congress and the State Horticultural Society at Brookings, S. D., that one of the plants of Russian and Siberian alfalfa, which he brought back from those countries with him, had yielded 41,300 seeds this season and estimated that the yield per acre would be 18 bus. Prof. Hansen will experiment with the alfalfa on the highest points of the Black Hills, where the weather is most severe, and hopes to produce a hardier plant that will grow on lands unfit for cultivation.

Wichita received in January 70,000 bus. of cane seed and shipped 7,000, compared with 60,000 bus. received and 6,000 shipped in the same month last year.—Jas. H. Sherman, sec'y Board of Trade.

Cincinnati during January received 20 bus. of flaxseed, 1,983 bags of clover seed, 1,524 bags of timothy seed and 21,174 bags of other grass seeds and shipped 8 bus. of flaxseed, 3,066 bags of clover seed, 781 bags of timothy seed and 11,941 bags of other grass seeds.—W. C. Culkins, sec'y Chamber of Commerce.

I am of the opinion that the load of alsike clover seed which Casper Holdgreve, of Washington township, delivered at my elvtr. Feb. 1, was the most valuable load of seed ever hauled to a Delphos Elvtr. at one time, and I have, in fact, never heard of a more valuable consignment in this or any other state. At the prevailing price for clover seed, Mr. Holdgreve received \$1,304 for the load of 108 $\frac{2}{3}$ bus.—L. C. Allinger, Delphos, O.

Chicago received during the week ending today 330,300 lbs. of timothy seed, 140,700 of clover seed, 292,800 lbs. of other grass seeds and 23,900 bus. of flaxseed; compared with 406,500 lbs. of timothy seed, 49,700 of clover seed, 208,200 lbs. of other seeds and 22,500 bus. of flaxseed received in the same week last year. Shipments in the present week included 228,500 lbs. of timothy seed, 81,200 of clover, 965,100 lbs. of other seeds and 21,300 bus. of flaxseed; against 606,900 lbs. of timothy seed, 214,500 of clover, 192,900 lbs. of other seeds and 5,100 bus. of flaxseed shipped in the corresponding week of 1911.

The Rock Island railroad has announced that it will haul seed free to sections in Okla. on its line, where failure of crops has left the farmers without means of securing seed for the spring crop. The Oklahoma City Chamber of Commerce is making an effort to induce all railroads in Okla. to transport seed free and it is believed that other lines will follow the example of the Rock Island. H. U. Mudge, President of the R. I., says: After careful consideration of the numerous requests from all sections along our line west of the Missouri river, we have concluded to relieve the temporary embarrassment to farmers absolutely destitute by hauling seed free to sections of our road where it is most needed. We are working on a plan to insure the proper legal distribution through the state authorities, and we can comply with the requests for free transportation very shortly.

The Nebraska Pure Grain & Seed Growers' Ass'n was recently organized at the farmers meetings at the state experiment station at Lincoln, Neb., with W. D. Stelk, Phillips, as pres., W. H. Ehlers, Roca, vice-pres., and T. A. Kiesselbach of the dept. of experimental agronomy, sec'y and treas. The members of the ass'n pledge themselves to use seed of a pure variety, to carefully tend each year a seed plot of one acre and to use every effort, not only to improve the quality of their grains, but also the yielding power thru breeding methods. The state experiment station will work with the ass'n, turning over to it the seed of improved varieties bred up on the state farm. The experimental agronomy department has appointed an inspector, who will visit and inspect the fields of the members each year, will test their seed samples for purity, soundness and germinating quality and will issue certificates of approval on good seed, which certificates will be used as a guarantee in the sale of the seed.

The North Dakota Improved Seed Growers Ass'n was organized Jan. 26, at the Tri-State Grain Growers' convention at Fargo, N. D., the following officers being elected: Walter Reed, Amenia, pres.; W. R. Porter, Fargo, sec'y and treas.; M. H. Fallis, Jamestown, M. B. Numson, Portal, J. W. Scott, Gilby, S. Unkenholz, Mandan, and W. W. Nicholson, Mohall, compose the executive board. The purpose of the new ass'n is to procure only the best seeds for planting in the state so that only the best crops in all lines may be obtained.

Believing that there will be a shortage of seed corn this spring, seed merchants of Sioux City, Ia., during the past week have made a special bid for tested seed corn. Circulars have been sent to all prominent farmers over the northwest, offering 10 cents a bushel over the market price. It is thought that this will greatly increase the supply of good seed within the coming month. Local seed houses have been unable to secure the usual supply of good seed this year, many farmers showing a disposition to keep what they have on hand in the hope of a big rise in price this spring.

Clover seed bulls still hold the edge. Prices are the highest in late years. Longs are stubborn and still hopeful. Some talk fifteen-dollar seed when the spring demand develops. Extremists predict eighteen dollars. Much will depend upon the imports and the spring weather. Severe winter may mean an early spring and large demand, with the holders able to almost dictate. Late spring might give the buyers the advantage because some of the holders would become anxious, as few will carry over any seed at present prices. Stock at Toledo is small. Hedgers are the principal shorts. Any further advance now would attract further imports. There is still some coming. Accept fair profits on the bulges. Buy when the bears get gay.—C. A. King & Co.

Marquis wheat is a new variety which has the endorsement of Chas. E. Saunders, cerealist of the Canadian government, Ottawa, Ont. This variety won the \$1,000 prize at the New York show last fall. It is one of several varieties produced at the Central Exp. Farm at Ottawa by crossing red fife with hard red Calcutta from India. In the spring of 1909 the Canadian government sent to farmers 400 samples of Marquis wheat for trial. A field of five acres at Indian Head, Saskatchewan, in 1910, yielded more than 53 bus. per acre. The year before a 4-acre field at Brandon, Man., gave over 200 bus. Marquis wheat ripens early, has a strong straw, heavy weight per bu. and makes flour of excellent color and high baking strength.

The Louisiana State University experiment station at Baton Rouge has established a seed testing laboratory and is sending a letter containing the following instructions in regard to samples to farmers thru-out the state who desire to have their seed tested: Take three or four tablespoonfuls of clover or grass seed or ten or twelve tablespoonfuls of larger seeds. To obtain a representative sample, handfuls of seed should be taken at random from the top, middle and bottom of the sacks, and, after thoroly mixing these handfuls, take the samples for testing. Not more than five tests for purity will be made for any one firm or individual in any one calendar month, nor more than ten tests for germination will be made for any one firm or individual in any one calendar month.

Toledo received during the week ending Feb. 10, 690 bags of clover seed and shipped 1,905 bags; compared with 1,740 bags received and 3,183 bags shipped in the corresponding week of 1911. Receipts this season amount to 26,839 bags and shipments to 17,772 bags; compared with 48,805 bags received and 24,128 bags shipped in the corresponding season of 1910-11. Alsike receipts for the week were 90 bags, compared with 265 bags received in the corresponding week of 1911; receipts for the season aggregate 6,797 bags, compared with 8,217 bags received in the corresponding season of last year.

It has been found repeatedly that alfalfa seed brot from sources of its most abundant production, from the states of Colorado, Utah and California, is unsuccessful when sown in North Dakota, so much so that often scarcely a half or a fourth of the first year's seeding will persist thru the first winter. Even seed brot from Montana is not at all certain in hardiness. It must be remembered that the alfalfa seed in Montana is produced in the winter wheat regions. If winter wheat will live thru in the winter wheat section of Montana, but will not in North Dakota it is easy to believe that the alfalfa that persists in Montana may not persist in North Dakota and this is oftentimes found to be true.—Professor L. R. Waldrum, agri. exp. sta., Dickinson, N. D.

From the Seed Trade.

Early Grain & Elevator Co., Amarillo, Tex.: We are now harvesting the largest crop of milo maize, kafir and millet seed in the history of the Panhandle of Texas.

Wm. G. Scarlett & Co., Baltimore, Md.: Thru this section we expect that a large acreage will be put down in grass, as it is very badly needed. The stocks of seeds thru this section are not large, and we know of nothing in our line that is in any way burdensome. On the whole, we consider the trade outlook as being good.

Beloit Seed Store, Beloit, Kan.: The alfalfa seed crop was excellent last season. Most of the better grade has been sold. A large acreage will be sown to alfalfa this season, as alfalfa was the salvation of the western farmer last year, some realizing as high as \$124 per acre from their crop. Kafir made a very poor yield. Cane seed is very scarce. As no oats are left here all will have to be bought for seed. Good seed corn is in big demand. With a dry year production was light, and as the country was cleaned out of seeds of all kinds last season we look for a big year in the seed business.

Vogeler Seed & Produce Co., Salt Lake City, Utah: Red clover and timothy seed have been of an average crop and of splendid quality. This is something new in this intermountain country, but larger acreage will be developed for both of these articles in the near future. Alfalfa, of which we probably produced the largest crop in history, was very good. Quality in some sections was up to a very high standard. The movement of alfalfa seed has been very brisk and within another thirty days of average trade, as in the past, our surplus will be exhausted. The first two cars alsike have been shipped to eastern markets this year. Blue grass and other grasses are not produced at present, but under irrigation they seem to make splendid growth and at some future time we look forward to this being one of the many paying industries in the intermountain region.

H. T. Stout, Crawfordsville, Ind.: The outlook for the seed crops thruout this section of the country is a poor one. Medium clover is far below the average quality of previous years. We have but little of it, and mammoth clover also is scarce, but the grade is good. Owing to the drouth last season little of the clover came thru with a good stand; and many fields that would have been run in clover this season will be planted to corn or oats. I know of no old seed that has been carried over from last season. I believe that seed will sell still higher, and in a short time will retail at \$15 per bu. for the good grades of red clover seed.

Henry Hirsch, Archbold, O.: A fair crop of alsike seed was produced in this section in 1911; the acreage, however, was light. Of red clover seed we had a very light crop and as no seed was carried over from the 1910 crop there will not be enough seed among dealers to supply the usual spring demand. For the first time in the history of the seed trade in this part of the country we have been able this season to buy home-grown timothy seed, as, owing to the high price of this seed, farmers threshed the timothy hay. Some timothy seed will have to be shipped in. The acreage of clover has been increased and we have both good and bad reports concerning the stand.

Canadian Seed Tests.

The work of seed testing for seed merchants and farmers has increased very materially this year owing to the grading of timothy, red clover, alsike and alfalfa seed as required by the Seed Control Act of 1911 and the uncertainty of the germination qualities of the western grain.

From Sept. 1 to Dec. 31, 1911, 2,401 trade samples were received at the Ottawa seed laboratory for germination or purity test; compared with 1,536 for the corresponding period of last year, an increase of 56 p. c. A large proportion of the clover seed samples received have been uncleansed farmers' samples sent in by seed merchants. Comparatively few farmers avail themselves of the opportunity of having their seeds tested before offering them for sale to the seed merchants. During November, 1911, 399 samples were received at the Ottawa seed laboratory. Of the 133 samples of red clover seed tested for purity one graded Extra No. 1, 13 No. 1, 44 No. 2, 41 No. 3 and 34 rejected. Of the 116 samples of alsike seed seven No. 1, 16 No. 2, 40 No. 3, 53 rejected. Of the 88 samples of timothy seed six No. 1, 35 No. 2, 16 No. 3, 31 rejected. Of the seven samples of alfalfa seed two Extra No. 1, two No. 1 and three No. 2.

During December 1,158 samples were received, 205 of which were cereals and 287 roots and vegetable seeds for germination test. Of the 207 samples of red clover seed 34 graded No. 1, 84 No. 2, 55 No. 3 and 34 rejected. Of the 164 samples of alsike seed two graded Extra No. 1, 12 No. 1, 33 No. 2, 52 No. 3 and 65 rejected. Of the 139 samples of timothy seed two graded Extra No. 1, 18 No. 1, 32 No. 2, 39 No. 3 and 48 rejected. Of the 13 samples of alfalfa seed two graded Extra No. 1, four No. 1, four No. 2 and three No. 3. A large proportion of these low grade and rejected samples are uncleansed farmers' lots and after being re-cleaned will go into the higher grade.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

Per capita consumption of wheat is estimated by the U. S. Dept. of Agriculture at 5.3 bushels.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The warehouse of the T. H. Bunch Grain Co. burned recently; loss, \$1,200.

Little Rock, Ark.—A sub-com'ite of the Board of Trade's Grain Com'ite has been working on new rules to govern this market.

Argenta, Ark.—The new 25,000-bu. elvtr. has been completed for the T. H. Bunch Co., adjoining the Iron Mt. Elvtr., and has been put in operation.

Pine Bluff, Ark.—W. H. Westbrook, head of the Westbrook Grain & Commission Co., died Jan. 21 after a lingering illness. He was interested in banks and other enterprises here and his loss is keenly felt in various ways. He is survived by his widow and two sons, the eldest of whom, W. H. Westbrook, Jr., has had charge of his father's business for the last two years.

CALIFORNIA.

Richmond, Cal.—The warehouse and mills of the Richmond Feed & Grain Co. burned early in the morning of Jan. 17 with large quantities of barley, rolled wheat, oats and other feed in store, besides several thousand dollars' worth of machinery recently installed. Loss estimated at \$50,000, only partly insured. Deming & Fritz owned the plant, which they recently built.

CANADA.

Montreal, Que.—Improvements planned by the Harbor Commissioners for the present year include the completion of Elvtr. No. 2.

Toronto, Ont.—G. T. Somers, of the Canada Grain Co., was recently elected pres. of the Toronto Board of Trade, by acclamation.

Stettler, Alta.—Farmers wish to purchase the elvtr. of Bullock & Caldwell; Charles Strict is provisional pres.; H. A. Steele, sec'y.

Moose Jaw, Sask.—The plant, which the New Prague Flouring Mill Co. will build here to replace the one burned, will include a 300,000-bu. elvtr.

Toronto, Ont.—The Ontario Grain Corporation, Ltd., has sold all its bond issue of \$800,000 and will start construction immediately on a site recently purchased.

Trenton, Ont.—The grain elvtr. owned by J. G. Squier burned Jan. 29; loss, \$1,000, fully insured. Fire started from crossed wires in the opera house adjoining the elvtr.

Calgary, Alta.—Wilmot Matthews, representing the Canada Flour Mills Co., says his firm is planning to build a malt house here and concrete storage tanks of 400,000 bus. capacity.

Fort William, Ont.—The Board of Trade has asked for representation on the proposed grain commission and wants the commissioner's office located at the head of Lake Superior.

Beachville, Ont.—The Archibald Cereal Co. will enlarge its oatmeal mill here and build a 20,000-bu. concrete elvtr. as soon as weather permits. Besides oatmeal it also manufactures pot and pearl barley and rolled wheat. Its head office is in Woodstock.

Calgary, Alta.—The Magnetic Wheat Food Co. of Halifax, N. S., is planning to build a \$15,000 elvtr. here and a factory for manufacturing breakfast food which it now makes in Halifax, from Ontario wheat, and wishes to get nearer to the supply of western wheat.

Ottawa, Ont.—A deputation from the Manitoba Grain Growers Ass'n met Hon. George E. Foster, minister of trade and commerce, Jan. 29, to express their views on amendments to the Manitoba grain act, as instructed at their recent annual meeting in Brandon.

Brandon, Man.—The Manitoba Grain Growers Ass'n in annual convention here, Jan. 27, adopted a resolution favoring reciprocity with the United States and instructed delegates what suggestions to offer the government on amendments to the Manitoba grain act.

Meaford, Ont.—The defendant's appeal has been dismissed in the case of the Meaford Elvtr. Co. vs. Playfair, in which the plaintiff was awarded \$5,700 damages and costs, on the ground that defendant's vessel, had, thru negligence, caused a break in the marine leg of the elvtr.

Winnipeg, Man.—A warrant has been issued for the arrest of A. Bruce Campbell, former general mgr. of the Pacific Grain Co. of Winnipeg and Calgary. A bonding company has sworn out the information and he is charged with embezzling \$60,000. He left Winnipeg about a year ago and subsequent investigations showed the need of winding up the firm's affairs.

Vancouver, B. C.—The Vancouver Grain Exchange incorporated by G. E. Macdonald, C. F. Meek and Grant Morden, to deal in futures in all grains quoted in the Winnipeg, Chicago and Duluth grain exchanges. A membership of 150 is authorized but only 25 seats will be disposed of at first. Mr. Meek is the prime mover in the incorporation. He believes that, with the opening of the Panama Canal, Vancouver will handle the export grain from the western prairie crop.

Ottawa, Ont.—Hon. George E. Foster, minister of trade and commerce, introduced "An Act to Amend the Manitoba Grain Act," in house of parliament, Feb. 2. This act aims to alleviate the present serious conditions thruout the Canadian Northwest by extending the commission's present power to order cars supplied to elvtrs. to enable it to order cars "to places where grain is damp and liable to become damaged, or for the purpose of distributing seed grain to any point in the western division."

Virden, Man.—The coroner's jury which inquired into the death of Herbert J. Brine, recently killed in the collapse of an elvtr., found that it burst because of its poor construction and faulty material, and censured the owners for permitting work therein when they had no assurance the building was safe. The house had just been re-arranged and while Mr. Brine was at work the weighing-out hopper, which contained about 200 bus. of wheat, burst and he was dashed to the floor below and submerged in the grain. He was quickly extricated but died soon after from internal injuries.

Ottawa, Ont.—The bill to supersede the present Manitoba grain act is likely to come up for discussion soon. It is expected to follow closely along the lines of that discussed by the Liberal government last year, excepting that it will provide for purchase of terminal elvtrs. at upper-lake ports, altho recent estimates presented to parliament contained no appropriation for purchase of elvtrs. at Fort William and Port Arthur, which may be included in supplementaries. It is estimated that \$10,000,000 would be required to put any public ownership proposal on a proper basis. Administration of the law and operation of elvtrs. will be entrusted to a commission of three. Debate on the measure is expected to continue until every member can express an opinion.

Port McNicholl, Ont.—The Canadian Pacific Ry. Co. has let the contract to John S. Metcalf Co., Limited, Montreal, for construction of a 2,000,000-bu. re-inforced concrete storage addition to its 2,000,000-bu. work and storage elvtr. built here by the John S. Metcalf Co. a little over a year ago for the same company. Estimated cost, with additions to the wharf work to enable traveling marine towers to reach the new storage, approximates \$350,000.

Winnipeg, Man.—Grain shippers of this city have lost patience over the failure of the Canadian Pacific Ry. Co. to move grain east and have again appealed to the railway commission to take action compelling the C. P. to fulfill its promise made Dec. 19, that it would ship 200 cars daily out of terminals. The C. P. has steadily claimed that it was doing its best to move the grain; but the shippers do not believe that, as is evidenced by the following statements they made to the commission: "In Fort William books a few days ago were 3,588 cars on order not loaded, representing over 4,326,500 bus. of grain of all kinds; and for over three weeks there has never been less than 3,000 cars on order, but not loaded. The daily storage on 3,577 cars is \$1,300 and the interest on money thus tied up is over \$600 per day, making a direct daily loss to the shippers of \$2,000, or \$14,000 per week, making no allowance whatever for the heavy losses sustained because shippers cannot fill contracts while these cars remain undelivered at destination."

IDAHO.

Deary, Ida.—Mark P. Miller of Moscow has enlarged his warehouse at this point.—H. P. Henry.

Picabo, Ida.—In addition to the 50,000-bu. elvtr. Kilpatrick Bros. will build here, they will also erect a power plant at their dam on Silver Creek three miles from this point, to furnish light and power for their elvtr. plant and also to sell to citizens.

ILLINOIS.

Peoria, Ill.—George Brier is now associated with T. A. Grier & Co.

J. P. Wolford, formerly of Galton, Ill., is spending the winter at Jackson, Miss.

Troy Grove, Ill.—Isaac Marks & Son have purchased new machinery for their elvtr.

Peoria, Ill.—The Mueller Grain Co. has been started by Louis Mueller.—L. L. Gruss.

Aurora, Ill.—Elvtr. full of corn and can't get cars.—John P. Sheets, mgr. Aurora City Mills Co.

Camp Grove, Ill.—The Farmers Elvtr. Co. has installed a 43-ft. Constant Safety Ball Bearing Manlift.

Ocoya, Ill.—The Farmers Elvtr. Co. has purchased a 50-ft. Constant Safety Ball Bearing Manlift.

Round Grove, Ill.—James A. Mathews has equipped his elvtr. with a Hall Signaling Grain Distributor.

Buckley, Ill.—I will install a National Automatic Scale to replace my old automatic.—B. E. Morgan.

Greenup, Ill.—The broomcorn warehouse of J. M. Nunamaker burned recently; loss total; insurance \$9,300.

Kaneville, Ill.—The Kaneville Grain & Supply Co. has increased its capital stock from \$15,000 to \$25,000.

Ellsworth, Ill.—Tobias Bane took possession, Jan. 30, of the elvtr. he purchased from G. W. Bane & Son.

Peoria, Ill.—James E. Bennett & Co. of Chicago have opened an office here, in charge of L. C. Emerson.

Kappa, Ill.—The El Paso Elvtr. Co. of El Paso, Ill., has decided to build an elvtr. here and one at Panola, Ill.

Tallula, Ill.—The Farmers Elvtr. Co. has installed a 50-ft. Constant Safety Ball Bearing Manlift in its elvtr.

Aurora, Ill.—We have just installed a new Appleton Corn Sheller and Feed Grinder in our elvtr.—S. A. Steck.

Oakland, Ill.—L. J. Kiser, the grain dealer, has bot the coal yard of Thomas Gobert, who will go to Louisiana.

Rankin, Ill.—George Petri of Minonk, Ill., took possession Feb. 1 of the elvtr. here, which he recently purchased from J. E. Tjardes.

Cairo, Ill.—W. H. Sutherland and J. B. Wenger of the Cairo Mfg. Co. have been admitted to membership in the Cairo Board of Trade.

Moon sta., Reading p. o., Ill.—The new 25,000-bu., steel clad elvtr. has been completed for John Bowlin, replacing that burned last fall.

Urbana, Ill.—The many friends of Sec'y S. W. Strong will be grieved to learn that he was called to Morris, Ill., to bury his brother, R. B. Strong.

Sheffield, Ill.—B. S. Williams & Co. have equipped their elvtr. with two Safety Self-Locking Rail Dumps which prevent horses from getting into sinks.

Frankfort, Ill.—When the engine in the elvtr. of C. J. Meyer broke down recently, his grain was handled thru the elvtr. of H. F. Stellwagen until repairs could be made.

Peoria, Ill.—J. C. Page, the new mgr. of the Corno Mills, has applied for membership in the Board of Trade, intending to take that held by his predecessor, C. G. Weiter.

Meadows, Ill.—The Meadows Grain & Coal Co. incorporated by John Streid, Andrew Boller and Emanuel Oyer; capital stock, \$12,100; will deal in grain, coal and other merchandise.

Parnell, Ill.—The Hawthorne Grain Co. of Bloomington has let the contract to the Newell Construction Co. for the erection at this station of a 20,000-bu. elvtr. of cribbed construction.

Kirkwood, Ill.—George C. Pape has started construction of an elvtr. on his lot, which he will operate himself when completed. It will be 24x24 ft., equipped with up-to-date machinery.

Scarboro, Ill.—We are the farmers' company which bot the property here of the Neola Elvtr. Co., consisting of an elvtr., coal and lumber sheds.—W. H. Herrmann, mgr. Scarboro, Elvtr. Co.

Browns, Ill.—Farmers Union Elvtr. incorporated to deal in grain, seeds, hay, live stock and implements; capital stock, \$5,000; incorporators, John A. Messman, C. F. Hoover and G. A. Kramer.

Catlin, Ill.—R. K. Byerly is planning to remodel his plant. The old elvtr. was built 30 years ago. Plans include an up-to-date house, well equipped with machinery; construction to begin Apr. 1.

Mt. Carmel, Ill.—This county is overrun with buyers of wheat and corn, who are outbidding local dealers. The mill and elvtr. company here is said to be paying Indianapolis market prices for grain.

Champaign, Ill.—The Cleveland Grain Co. has let contract to the Ellis Drier Co. for a Drier of 1,000 bus. per hour capacity adjacent to its new elvtr. here. It will be constructed of brick and steel throughout.

Haldane, Ill.—The Haldane Farmers Elvtr. Co. incorporated to deal in grain, feed, seeds, fuel and building material; capital stock, \$6,000; incorporators, H. H. Newcomer, J. W. Kitzmiller and L. F. Rowland.

Decatur, Ill.—W. H. Suffern is laid up by the loss of a knee-cap. While hunting for rabbits recently his gun was accidentally discharged into his left leg. His host of friends in the trade hope for his early recovery.

Marseilles, Ill.—The new 30,000-bu. elvtr. of J. V. Shaughnessey was built by Geo. A. Sathoff, cribbed construction, iron clad. Machinery was furnished by the Union Iron Works and is operated by a 15-h.p. electric motor.

Greenoak sta., Ohio p. o., Ill.—The Greenoak Farmers Elvtr. Co. incorporated to deal in grain, hay, feed, coal, lumber and groceries; capital stock, \$4,000; incorporators, Charles D. Carlon, James Donnelly and T. J. Vickery.

Bloomington, Ill.—We have taken over the business of C. A. Burks & Co. at this point and will continue to do a strictly commission brokerage business. Mr. Gyles was formerly interested in the Burks Co. here.—O'Neill & Gyles.

Minonk, Ill.—Joseph Bender, whose skull was fractured Jan. 11, by a flywheel in the elvtr. of the Minonk Farmers Elvtr. & Supply Co., died 11 days afterwards in a hospital in Peoria. He is survived by his widow and two children.

Raymond, Ill.—The Farmers Grain & Supply Co. is greatly handicapped by lack of cars. Wheat bins at its elvtr. have recently been so full no more could be handled and corn could only be scooped in, as bins were too full to use the dumps.

Windsor, Ill.—Friends of Frederick A. Munson of Munson Bros., who had planned for a big time when he would be married, were cleverly fooled when he slipped quietly away early in January. He and his wife are now enjoying Florida and gulf points.

Hinckley, Ill.—G. H. Canfield, who has had charge of the elvtr. of the Neola Elvtr. Co. at this station for the last two years, has been transferred to Grimes, Ia., to manage the same company's elvtr. there. He has moved his family to his new location.

Joliet, Ill.—The Joliet Grain Co. is handling grain in a small way at its site near Alton tracks and will soon let the contract for construction of an elvtr. Until that is completed the company will not solicit business but will care for such as comes its way.

Orangeville, Ill.—The Orangeville Lbr. Co. incorporated to deal in grain, lumber, feed, seed, fuel and salt; capital stock, \$20,000; incorporators, Alvin F., James U., Nathaniel A. and Ivan C. Rote and J. C. Neuschwander; has bot the elvtr. of Meyers Bros.

Atkinson, Ill.—Farmers are endeavoring to sell \$15,000 worth of stock in the elvtr. company they are organizing and have put Will Colby, Hugh Grier, A. D. Cowan, Lyman Benton, Andrew Allen, Abner Gray, Jacob Hoogerwerf and Frank Block in charge of the sale.

Henning, Ill.—We are organizing a farmers elvtr. company and will either buy one of the two now doing business here or will build.—Lane Bros., bankers. This company was recently incorporated as the Farmers Grain Co. of Henning and L. D. Lane was one of the incorporators.

Ulrich sta., Lovington p. o., Ill.—The elvtr. of Bailey Bros. & Kearney burned in the morning of Jan. 24, with contents; loss about \$8,000, well insured. Nothing was saved and the grain was a total loss. Fire was caused by explosion of gasoline in the engine room. House will be rebuilt early in the spring.

Earlville, Ill.—Alvin Kaminsky is having an 80,000-bu. elvtr. built here of cribbed construction, iron covered, one leg and two dumps. Geo. Sathoff has the contract. Equipment includes a Richardson Automatic Scale, gasoline engine and grain handling and cleaning devices supplied by the Union Iron Works.

Lane, Ill.—Two elvtrs. are at Lane. Edward Hendrix of Maroa will take possession Mar. 1 of the one he recently purchased here, formerly owned by H. C. Spainhour and now operated by J. S. Lisenby, and will operate it. Boyce & East are operating the one they recently bot of Wm. G. West.—James C. Lett. B. & E.

Eureka, Ill.—Farmers have organized a company to be known as the Eureka Farmers Ass'n to deal in grain, live stock, coal and merchandise; capital stock, \$15,000. These five have been appointed a business com'ite to attend to preliminaries: Ed. Darst, chairman, Chris. Reeser, Henry Schertz, John Martin and Wm. Blanchard.

Arcola, Ill.—R. O. Harris, agt. for National Elvtr. Co., will immediately replace steam plant with a 30-h.p. gasoline engine.

East Lynn, Ill.—McCord & Luxton are building an up-to-date elvtr. on concrete foundations, will be covered with corrugated steel and have a capacity of from 25,000 to 30,000 bus.; also an engine house. Equipment will include a gasoline engine, automatic scale and self-locking dump. When completed it will be operated for a while by Coyer & Smith.—F. P. McCord.

Greenview, Ill.—The elvtr. owned by Edwin Beggs of Ashland, Ill., and operated under the name of the Central Illinois Grain Co., burned at noon, Feb. 2, with 9,000 bus. of corn, 1,500 of wheat and about the same of oats. Loss on building, \$6,000. Entire loss covered by insurance. The fire is believed to have originated in the engine room. The town's water supply was frozen.

Galesburg, Ill.—The Farmers Galesburg Elvtr. Co. has filed suit against W. E. Culver, alleging that on Sept. 6, 1911, the defendant offered to sell plaintiff 800 bus. of No. 2 wheat at 85c per bu. and 400 bus. of wheat at 83c per bu. to be delivered at its elvtr. in Galesburg on or before Sept. 30. The defendant was furnished with a copy of this agreement, which the plaintiff alleges he violated.

Ludlow, Ill.—E. D. Risser of Kankakee, formerly in the grain business here, has bot the elvtr. at this point from Daniel Claudon, that formerly belonged to Claudon Bros. and was recently turned over to the Ludlow Elvtr. Co., a farmers' company. He will put it in charge of M. S. Filson of Paxton, a former mgr. for Mr. Risser. Mr. Claudon will return to his home in Ohio and enter a bank.

Sidney, Ill.—Edward E. Derrough of Champaign, has been appointed mgr. for the Sidney Grain Co. G. H. Shelby, who has managed the elvtr. of Coon Bros. at Block sta., Sidney p. o., for some years was employed as mgr. for the Sidney Grain Co. several weeks ago but Coon Bros. refused to release him from his contract and Mr. Derrough was obtained. He has the advantage of a local acquaintance.

Peoria, Ill.—Talk of a new building for the Board of Trade has been revived and a com'ite appointed to investigate, consisting of N. R. Moore, chairman, T. A. Grier, J. H. Ridge, A. G. Tyng and W. W. Dewey. This com'ite has consulted a representative of St. Louis capital, who says he has a line on several sites for the proposed structure. The com'ite's first aim is to make satisfactory disposition of the old building.

Farmer City, Ill.—Amos Weedman & Co. took possession Feb. 1 of the elvtr. on the Big Four, which they purchased from Simeon Crumbaugh of Leroy. The new firm is composed of Mr. Weedman of this place and O. H. Rink, who owns an elvtr. at Fullerton sta., Farmer City p. o. Mr. Weedman will manage the plant, which lets out John W. Kendall, who has managed it since Mr. Crumbaugh bot it from the Cleveland Grain Co.

Jenkins sta., Clinton p. o., Ill.—The old elvtr. of the Jenkins Grain Co. burst in the night of Jan. 26 and let out about 5,000 bus. of mixed shelled corn on the tracks of the Ill. Cent. R. R. The spilled grain was taken to the new elvtr. and loaded into cars. The old elvtr. had been weakened by tearing out a part of the partitions to make room for a coal house. When grain was dumped into it the sills gave way and caused the collapse of one side.

Joy Prairie, Concord p. o., Ill.—The elvtr. here of W. C. Calhoun of Franklin, Ill., burned recently with 4,000 bus. of corn. The fire started in a cob burner. Loss is covered by insurance. He will immediately erect a 12,000-bu. studded elvtr. with two dumps, 7 bins, Western Sheller and Cleaner and a 2,000-bu. automatic scale. The old 30-h.p. gasoline engine will be used. W. H. Wenholz has made the plans for the new house and the contract will soon be let.

Manhattan, Ill.—Farmers have organized a company to build an elvtr. on the Chicago, Milwaukee & Gary R. R. at the corner of Manhattan Twp., centrally located for the stockholders near Manhattan, New Lenox, Joliet and Jackson. Maurice Ferris, who sold his elvtr. here some months ago to a company of farmers, is interested in the new company and will manage its business. The capital stock, \$3,500, is about all subscribed and construction will be started as soon as the frost is out of the ground.

Cairo, Ill.—The report of the Cairo Board of Trade at its annual meeting, Jan. 23, showed good work done in 1911 and more interest manifested than for some time. Pres. H. S. Antrim was re-elected for the third time in the face of his own vigorous protests that after three years' service he wanted relief. Hal R. Aisthorpe was elected vice pres. The directors are: George Parsons, Miles Frederick Gilbert, J. S. Aisthorpe, Harry E. Halliday, Charles Feuchter, J. B. Magee, Walter H. Wood, Thomas McFarland, E. G. Pink and Max Kaufman. Among the guests at the annual banquet in the evening of Jan. 25 were railroad officials from St. Louis and Mobile.

Bushnell, Ill.—George L. Long's purchase of my elvtr. leaves this point without a Cole elvtr. for the first time in 57 years. My father, James Cole, and my predecessor, started in Bushnell in 1855 and I succeeded him about 15 years ago. My reasons for selling this elvtr. are manifold. In the first place Mr. Long was the previous owner of the Hendee elvtr. that burned last September. He intended to build another house here and, as two houses are more than the territory around Bushnell requires, a third would cause undue competition. But, my main reason for selling was that my other business, the brokerage line, was so heavy and the local house, being so near my office, required too much personal attention. I still have the other houses which I do not now intend to sell.—George W. Cole.

Bloomington, Ill.—R. C. Baldwin, pres. of the Central M. & Elvtr. Co., whose mill burned early in the morning of Jan. 20, says it will soon be replaced by a better building not quite so large as the other, which was 40x60 ft. and three stories high, but its efficiency will be greatly increased by installation of all new machinery up to date, including a sheller, cleaner, corn grinder, cracked-corn mill, corn-meal mill, corn-meal drier, poultry-food mixer and other machinery to be operated by electric motors. The building will be of frame construction, studded and ironclad. A one-story office of pebble-dash construction will also be erected. The new elvtr., which is only about 20 ft. away from the burned building, was undoubtedly saved by its sheet iron covering. Water sprayed on this immediately formed a covering of ice.

CHICAGO NOTES.

W. H. Howard, the crop expert, has been employed by Joseph Weil & Co. for the coming season.

Henry A. Foss has been appointed custodian of the custodian department of the Board of Trade.

CHICAGO CALLERS: J. H. Shehan and Mr. Jackson, both of Dunlap, Ill., and W. P. Lewis, Georgetown, Ill.

A. E. Schuyler of the Grain Door Reclamation & Cooperage Buro has removed his offices to 1143 Heisen bldg.

James S. Templeton objected to the quality of a few cars of No. 2 red winter wheat, which he purchased Jan. 31, and on appeal the grade was changed to No. 3 red.

Pres. Frank M. Bunch, Robert McDougal and S. P. Arnot have been appointed to represent the Chicago Board of Trade at a banquet of the National Citizens League in Peoria, Feb. 21.

A car of fancy Montana oats was sold by C. L. Dougherty & Co., Jan. 26, for 59c per bu. These oats weighed 46 lbs. to the measured bushel and are expected to attract additional shipments from that state.

Luther W. Bodman, who recently posted his Board of Trade membership for transfer, was many years junior partner in the grain and stock house of Milmine-Bodman. He has been abroad at intervals and virtually retired from the grain trade some years ago.

Chief Sampler Robert Kettles has added one more moisture tester to his rather complete grain grading equipment, to handle the rush of work coming to his office as the result of prompt and efficient service given by the Board of Trade Grain Sampling Dept.

The following were re-elected for the ensuing year, at the regular meeting of directors of the Board of Trade, Jan. 30: H. A. Foss, weighmaster; Samuel Powell, mgr., and James F. Lee, assistant mgr. of the Board of Trade clearing house; and Robert P. Kettles, chief grain sampler.

Demand is quite good for timothy and market strong. Arrivals are moderate and it now looks as if prices will work some higher; also not much hay is being loaded. Believe shipments should be made now to strike a good market. Clover hay and heavy clover mixed timothy is scarce and in good demand.—W. R. Mumford & Co.

Jas. S. Templeton, who is compelled by the rules of the Board of Trade to charge a commission against his will on the sales of great quantities of cash wheat, is finding ways to relieve himself of the filthy lucre. One is the serving of coffee and sandwiches to down-town crossing policemen, for which purpose he recently sent his check for \$1,000 to the chief of police.

Paul P. Rainer, chief inspector, has called our attention to the matter of rendering shipper's certificates for grain doors furnished, stating that the certificates are not being issued separately for each road. As the purpose of rendering these certificates is to enable the carriers to comply with the tariff requirements of making notation on each waybill, it is necessary that separate certificates be furnished for each different road.—W. M. Hopkins, mgr. transportation department, Chicago Board of Trade. This provision of the tariff and a form of certificate were explained fully on page 119 of the Journal of Jan. 25.

Membership in the Board of Trade has been applied for by William B. Lane, Chester Arthur Legg, Charles Risk Esson, Rudolph E. Kienle, Peter B. Casey and Francis D. Strawbridge. Application for transfer of membership has been made by Mark T. Shepherdson, Luther W. Bodman, William R. Holligan, George E. Gano, Joseph E. Otis and the estates of Frederick A. Lennon and John B. Adams. The directors recently admitted the following to membership: John J. Casey, Christopher Strasser, William Arthur Tubbs, Joseph S. Phillips and John B. Pierce. A membership sold recently for \$2,250 net to the buyer.

A fire discovered in the elvtr. of the Northern Malt Co. about 1 o'clock in the morning of Feb. 5, destroyed the plant and spread to that of the North American Malt Co. adjoining. The Northern Malting Co.'s plant consisted of a 6-story elvtr. of frame construction covered with galvanized iron and containing 1,000,000 bus. of grain; and a 7-story brick building that housed the machinery and offices. Slight explosions, attributed to grain dust combustion, occurred at frequent intervals and hurled bricks hundreds of feet in the air. The walls collapsed following an explosion, pieces of hot sheet iron were blown in every direction and thousands of bushels of grain poured out on the tracks of the C. M. & St. P. road. Ten freight cars were burned. Within two weeks the Northern Malting Co.'s plant has suffered a strange series of misfortunes, beginning with the death of one of the foremen, crushed in an elvtr. shaft. Another man was smothered in a bin the week before the fire. The fire marshal was puzzled at the rapid spread of the flames and started an investigation of its origin thru the city fire attorney. Loss on the plant was total, estimated at \$500,000; insurance on buildings \$225,000; on contents, \$376,500.

W. R. Holligan & Co. have decided to dissolve. Deprived of their New York membership, the firm's business on the Chicago Board of Trade and on the Stock Exchange has not been sufficient to justify it in remaining in the brokerage business.

Emil Newman was elected pres. of the Board of Trade Clerks Fellowship Club by the close margin of four votes over John Eolland, after a spirited contest Jan. 26. C. J. O'Connell was elected vice pres. and John H. Darcy, sec'y-treas.; they had no opposition. Of the 12 candidates for directors, Earl McLeod, Robert W. Darcy, W. C. Bliss, James Murphy and John Hopkins were successful. Earl McLeod ran on a platform of "honesty, efficiency and economy and never bust a ring," while Sid Levey had so much economy in his platform he was snowed under. The treasurer's report showed a balance on hand of \$1,009.06. A resolution was passed raising the death benefit from \$100 to \$150.

Edward Quinn, a foreman, employed by the Northern Malting Co., was suffocated under tons of grain in the afternoon of Jan. 30. He disappeared about 2 o'clock and was not missed for more than an hour. A searcher noticed a rope end sticking up out of the grain in the bin where Quinn had been working. The other end was about Quinn's body at the bottom of the pit. The rope had been used to sustain him but appeared to have been improperly tied to the beam overhead and when the knot slipped Quinn was projected into the grain, where he was as helpless as if in a quicksand. A dozen employees working nearby could not hear his cries for help. His death is the second at that plant, under unusual circumstances, within a month. A few weeks previous the body of the superintendent was found crushed under a freight elvtr.

Complaint is made by the transit bureau of the failure of shippers to surrender expense bills currently with shipments of grain, as provided in transit rules. Investigation discloses that their failure to thus surrender expense bills is occasioned almost invariably by the seller of the grain not furnishing expense bills to the buyer. By resolution of the directors of the Board of Trade Oct. 3, 1911, it is made incumbent on the seller of the grain to furnish expense bills to the buyer within 72 hours after the date on which the Board of Trade weight certificates are issued. Failure to so furnish such expense bills shall make the seller liable to the buyer for any loss, expense or damage that may be caused by such failure, except in case where the railway company has not presented the expense bill for payment, in which event the failure to file the same with the Transit Bureau would rest with the railway company. Attention of shippers and receivers is directed to this matter because the requirements of the transit rules must be complied with. Violation of the rules is certain to bring a penalty either in more stringent railway regulations or drastic action by the Interstate Commerce Commission; therefore, disregard of the rules, whether willful or the result of carelessness, will inflict punishment alike on the innocent and guilty. Immediate and strict compliance with the rules must be had.—W. M. Hopkins, mgr. transportation department Chicago Board of Trade.

INDIANA.

Lafayette, Ind.—The Alder Grain Co. has been dissolved.

Goshen, Ind.—Elvtr. men are having much trouble with a scoop-shovel shipper.

Kewanna, Ind.—O. H. Baird will manage the elvtr. Jordan & Baird recently purchased here.

Indianapolis, Ind.—I am now with the Stebbins Grain Co.—T. E. Samuel, formerly at Boswell, Ind.

Hamlet, Ind.—H. C. Schultz., pres. of the Farmers United Grain Co., will succeed J. S. McCormick as mgr., Mar. 1, when Mr. McCormick's resignation takes effect. S. C. Reinhardt of Grovertown has been assistant mgr.—Chase.

Linwood, Ind.—Jenkins & Cohee have installed two Constant Safety Platform Wagons on Dumps in their elvtr.

Lewis Creek, Ind.—James W. Victor, local mgr. for the Nading Mill & Grain Co., died of paralysis, Jan. 24.—H.

Barce sta., Fowler p. o., Ind.—W. F. Starz & Co. have bot a No. 2 U. S. Fan Discharge Corn Sheller for their elvtr.

Monroeville, Ind.—We are making some improvements on our elvtr., putting in another leg and dump.—Townley Grain & Supply Co.

Monon, Ind.—D. L. Brookie has equipped his elvtr. with a 56-ft. Constant Safety Ball Bearing Manlift and two Self-Locking Rail Dumps.

Greensburg, Ind.—Wm. Nading of the Nading M. & Grain Co. took possession Jan. 29 of the elvtr., recently purchased from R. S. Meek & Son.—H.

Kirklin, Ind.—The Favorite Grain Co. incorporated by J. J. Kelleher, J. A. Lucas and J. W. Wills; capital stock, \$10,000. Mr. Kelleher recently bot the plant of the Kirklin Grain Co.

Evansville, Ind.—H. Harrel, the grain merchant who disappeared from his home here some weeks ago, has not been heard from and his friends are unable to account for his absence.

Eaton, Ind.—I have sold my elvtrs. here and at Shideler, Ind., to Haller & Walker of Montpelier, Ind. They took charge Feb. 1.—J. L. Simmons. The firm is composed of Franklin E. Haller and Herbert Walker.

Hammond, Ind.—Henry Linder, treas. of the Western Grain Product Co. of Milwaukee and West Hammond, recently received painful injuries when a mass of ice from the factory roof fell on him as he was passing. Some ribs were broken and he was injured internally.

One of the most extensive campaigns ever attempted along similar lines for the extension of agricultural knowledge throughout a state was started Jan. 25, when a special exhibit car left Lafayette over the Big Four to visit nearly 200 points during the late winter and spring. It may not return to Lafayette until early in May.—F.

Hammond, Ind.—The Standard Grain & Elvtr. Co., which has owned and operated the elvtr. formerly operated by the Burns-Yantis Grain Co. since last July, has filed its charter under the Indiana law. The capital stock is \$75,000; incorporators, E. R. Bacon, Jr., W. G. Husband and E. R. Jennings. E. R. Bacon is pres. No change is made in the business.

Advance, Ind.—J. R. McConaughy and Lyle Thompson have purchased the elvtr. at this station. Mr. McConaughy will move here as soon as he can obtain a house and he, Mr. Thompson and John Edlin will operate the elvtr. O. H. Baird of the Advance Grain Co. has moved to Kewanna, Ind., to take charge of the elvtr. Jordan & Baird recently purchased there.

Lafayette, Ind.—Nearly 250 farmers of Tippecanoe County assembled at Hotel Lahr, Feb. 1, to discuss the grain situation in Lafayette as pertains to prices paid for grain at local elvtrs. Isaac Born proposed a co-operative elvtr. and said the Born Co. would operate it for the farmers on the plan of each farmer paying his share of the cost of building and operation.

IOWA.

Blairstown, Ia.—W. C. Yeisley now owns both elvtrs. here.

Diagonal, Ia.—Bailey & Grant are considering building an elvtr. soon.

Des Moines, Ia.—Chas. Echer, Jr., will build a large grain elvtr. on his farm.

Paullina, Ia.—The Farmers Grain & Supply Co. is considering building an elvtr. soon.

Coulter, Ia.—Anderson & Waldemar have succeeded Peter Hanson & Son at this point.

Dillon, Ia.—H. H. Engleman has been employed as mgr. for the Dillon Farmers Elvtr. Co.

Peru sta., East Peru p. o., Ia.—J. S. Hylton of Lorimor, Ia., is building an elvtr. here.

Luzerne, Ia.—The Luzerne Mercantile Co. will build an elvtr. this spring.—Herman Lorenz, mgr.

Ft. Dodge, Ia.—The Quaker Oats Co. is replacing steam power in its elvtr. with electric motors.

Lanesboro, Ia.—L. J. Mighell has bot the elvtr. operated by James Bruce and will take possession Mar. 1.

McCallsburg, Ia.—Larson Bros. will remodel their elvtr. in the spring and make it up to date in every respect.

Arthur, Ia.—We intend to equip our cribs with conveyors and dump next summer.—Arthur Co-op. Elvtr. Co.

Wapello, Ia.—E. B. Cook is having his plant enlarged by the Newell Construction Co. and is installing a Constant Sheller.

Williamsburg, Ia.—We will remodel our elvtr. at this point.—E. J. Wood, sec'y-treas. Jackson Grain Co., Cedar Rapids, Ia.

Marshalltown, Ia.—Mr. Clark has bot the interests of his partner, Mr. Ingledue, in the grain brokerage firm of Clark & Ingledue.

Barnes City, Ia.—The Farmers Elvtr. Co. incorporated by J. H. Garing, J. J. Doonan, Earl D. Miller and others; capital stock, \$4,000.

Northboro, Ia.—Mr. Marston has taken possession of the grain and coal business he recently purchased from John Woodie.

Nugent, Ia.—The Jackson Grain Co. will build a 15,000-bu. elvtr. here to replace the one burned.—E. J. Wood, sec'y-treas., Cedar Rapids, Ia.

Holmes, Ia.—The elvtr. of Veldhouse & Son, that burned recently, will probably be replaced by an up-to-date house as soon as weather permits construction.

Gilbert Station, Ia.—C. A. Jenks, mgr. of the Gilbert Grain Co., is bereaved by the death of his wife. He is seriously ill and is threatened with pneumonia.

Fort Dodge, Ia.—Plans have been made to repair damage done by fire, Dec. 24, to factory of Quaker Oats Co., to put the plant in operation again by fall.—E.

Allison, Ia.—J. T. Cook, who has been here with the E. R. Dibble Co. for the last five years, will succeed O. M. Wood as mgr. for the Farmers Co-op. Grain Co.

Panama, Ia.—The Earling Grain Co. of Earling, Ia., has bot the elvtr. here of the Neola Elvtr. Co. I still operate it as I have for the last six years.—E. G. Miller.

Conroy, Ia.—The Hilton Lbr. & Grain Co. has let the contract for erection of a new elvtr., 26x26 and 54 ft. high, to be up-to-date in every respect. Work will be started soon.

Center Point, Ia.—The Farmers Grain & L. S. Co. has just had its 25,000-bu. cribbed elvtr. completed by the Newell Construction Co. It will be operated by a gasoline engine.

Eldora, Ia.—H. A. Schmitt is having the elvtr. he recently purchased remodeled by the Newell Construction Co. and is installing an entire equipment of new machinery.

Lenox, Ia.—We have let the contract for rebuilding.—S. E. Wainwright. His elvtr. burned in January but he has another house where business is conducted without interruption.

Moulton, Ia.—State Fire Marshal Ole O. Roe has obtained a second indictment against A. C. Croft and William and James Herndon, charging that the three conspired to set fire to Croft's elvtr., destroyed with a loss of \$7,500. The three had previously been indicted for arson. It is alleged that the Herndons hauled away a quantity of timothy seed before the elvtr. was burned but claim was made to insurance on the seed as if entirely destroyed.

Victor, Ia.—George Wheeler has bot the elvtr. of J. D. Tolliver, with immediate possession. Mr. Wheeler is an experienced grain man and has the advantage of a local acquaintance.

Henderson, Ia.—W. H. Harbor, the grain dealer, has just had a coal elvtr. built by R. M. Van Ness, to elevate coal from car to coal house so wagons can be loaded without shoveling.

Fairfield, Ia.—Sanford Ziegler & Co. are having their elvtr. remodeled by the Newell Construction Co. They are installing a Barnard & Leas Combined Sheller and Cleaner, a Constant Dump and a new leg.

Hastings, Ia.—W. B. Caven of Prescott is having a 500-bu. hopper scale installed in the elvtr. he recently purchased here and changes and improvements made by R. M. Van Ness.

New London, Ia.—Stockholders of the Hayes & Hemmings Grain Co. have decided to change the firm's name to the A. D. Hayes Co. and increase the capital stock from \$50,000 to \$100,000.

Kesley, Ia.—John Metcalf and O. M. Wood have formed a partnership and have purchased the two elvtrs. here of R. A. Ludeman, to take possession Mar. 1. Mr. Wood has managed a farmers' elvtr. for some years. He and George Metcalf, son of John Metcalf, will have charge of the elvtrs.

Des Moines, Ia.—T. A. Bryant has started in the grain brokerage business and represents the J. H. Teasdale Commission Co. of St. Louis; the Chas. D. Jones Co., Nashville; Tyng, Hall & Co., Peoria; Moore-Seaver Grain Co., Kansas City, Mo.; Merriam & Millard, Omaha; and H. B. Antrim & Co. of Cairo, Ill.

Decorah, Ia.—Henry Reeves, a buyer, has again entered suit against the Decorah Farmers Co-op. Society, asking that it be restrained from carrying out certain provisions in its by-laws. The question at issue is whether the company can stop its members from selling hogs to Reeves. Details of his other suit were given in full in the Journal of Dec. 10, page 847.

Onawa, Ia.—We understand that the city council has dropped enforcement of its ordinance requiring the weighing of all loads of grain brot to town, upon the city scales. The validity of this ordinance is doubtful and some time ago a Farmers Elvtr. Co., which had been paying in 2½ cents a load, a one-half rate as deputy city weigher, stopped the payment, which was amounting to \$200 a year.

Sheldon, Ia.—Managers of farmers' Co-op. elvtr. companies in northwestern Iowa met here Jan. 17 and effected a permanent organization. They elected D. S. Dick pres.; F. H. Sloan, sec'y and T. J. Guest-begeir of Hull, treas.; and decided to call another meeting during the second week in April. They adopted the following resolutions: "We recommend that the mgrs. at Fort Dodge, Ia., perfect a permanent auxiliary organization of mgrs. to work in conjunction with the Farmers Co-op. Elvtr. Ass'n of Iowa and solicit the state ass'n to perfect a state purchasing com'ite for the purpose of purchasing the different commodities handled by farmers mutual co-op. ass'n thruout the state of Iowa."

Fort Dodge, Ia.—The Farmers Co-op. Elvtr. Ass'n of Iowa will hold its annual convention here Feb. 14-16, in the Coliseum; headquarters at Wahkonsa Hotel. Preparations are made for entertainment of about 3,000 delegates. Important business matters will be discussed during the first morning of the convention and R. R. Commissioner Clifford Thorne and Thomas McManus of Dougherty will make addresses. U. S. Senator W. S. Kenyon will be the chief speaker of the first evening session. Among others who will address the convention are: B. Hathaway of Kingsley, pres. of the ass'n; C. G. Messerole of Gowrie, former sec'y; Speaker Adkins of the Illinois legislature and Hon. George White of Nevada. A good program has been arranged and subjects of importance to co-operative companies will be discussed.

The GRAIN DEALERS JOURNAL

Sewal, Ia.—Milton Liggett has put in operation the elvtr. recently completed for him by O. J. Lehrack. Equipment includes a gasoline engine, an automatic scale, a B. S. Constant Sheller. Invincible Cleaner, chain feed and manlift.

Dumont, Ia.—Elvtrs. are filled and cars scarce, haven't had any cars for a week, Feb. 7. We shipped corn to Kansas City a month ago and it has not arrived as yet. Shud the weather get warmer there will be a heavy loss.—E. Maier, mgr. Farmers Inc. Co-op. Society.

KANSAS.

Albert, Kan.—H. R. Arnold has bot the elvtr. office of L. G. Mausolf.—S.

Leavenworth, Kan.—The Lysle Mfg. Co. is planning to build a \$75,000 elvtr.

Greensburg, Kan.—The Tabb Grain Co. now operates the elvtr. of G. Rixon.—S.

Riverdale, Kan.—Fred Strong intends to build an elvtr. here if crop conditions are favorable.—S.

Kansas City, Mo.—Sec'y Smiley expects a bumper crop of grain dealers to meet him here Feb. 20-22.—S.

Logan, Kan.—The Farmers Union Mer. Co. of this place, which has no elvtr., is going to ship corn in here.

Wichita, Kan.—C. A. Baldwin of the Baldwin-Barr Grain Co. has been appointed receiver for Hastings & Co.

Neosho Rapids, Kan.—I am considering building an elvtr. sometime next summer if crop is good.—George A. Smith.

Protection, Kan.—The Farmers F. F. G. & F. Co. will build more room and install another leg this spring.—A. W. Steen, mgr.

Bloomington, Kan.—E. W. Koesling will have charge of my elvtr. here, which I formerly managed myself.—M. O. Koesling.

Glen Elder, Kan.—I have bot the elvtr. of S. H. Marshall at this point and will take possession Mar. 1.—M. O. Koesling, Bloomington, Kan.

Macksville, Kan.—I have sold my three grain stations here and at Abbyville and Wilmore, Kan., to Rixon & Tabb of Hutchinson, Kan.—W. T. Shute.

Kiro sta., Silver Lake p. o., Kan.—A farmers elvtr. company will build an elvtr. here if it cannot buy that recently purchased by Forbes Bros.—S.

Pratt, Kan.—George H. Ricker will manage the elvtr. property which the Kansas Flour Mills Co. recently purchased from the Pratt M. & Elvtr. Co.

Willis, Kan.—J. J. Comer has let the contract to O. J. Lehrack to remodel his elvtr. and install a new sheller, automatic scale, engine and other equipment.

Denison, Kan.—Having transferred my elvtr. at Hoyt to Wallace and Lindsay, I have come here to take over the one that formerly belonged to D. Coleman.—John McClune.

Harper, Kan.—Local merchants are endeavoring to have a 100,000-bu. elvtr. and a mill built to replace the plant of the Harper M. & Elvtr. Co., burned about 19 months ago.

Leavenworth, Kan.—The Continental Cereal Co. (J. G. and E. E. Brewster) is so crowded for room it must either enlarge its present plant with a new building or buy one.

Clay Center, Kan.—The elvtr. business of the late M. G. Patterson will be continued as before, with his daughter, Mrs. Thompson, as mgr.—U. G. Muck. Mr. Patterson died suddenly Jan. 7.

Winfield, Kan.—The Daves & Daves Grain Co., that owns several elvtrs. on the Midland R. R., has leased the house here of the Bartlett Grain Co. and will operate it as a transfer and terminal elvtr.

Hollenberg, Kan.—The Farmers Elvtr. Co. incorporated by George W. Rathbourg, E. A. Correll, Wm. Luhrung, Peter Wilson and Joseph Wathor; capital stock, \$5,000. This company recently bot an elvtr. here.

Hoyt, Kan.—We took possession Feb. 1 of the elvtr. we purchased from John McClune.—Wallace & Lindsay.

Jamestown, Kan.—Gifford Bros., who are in the grain and coal business, will build a mill for flour and cornmeal, to be completed by Apr. 1 and be known as the Jamestown Roller Mills, but the firm's name will not be changed.

Lawrence, Kan.—The Kreeck Grain & Provision Co. is having the finishing touches put on its new 20,000-bu. elvtr. Equipment includes a Great Western Cleaner and Sheller, also a 15-h.p. engine in a cement power house.—S.

Kiro sta., Silver Lake p. o., Kan.—Forbes Bros., who operate a mill in North Topeka, bot the elvtr. here of M. W. Cardwell, Jan. 31. They will put a man in charge and operate the house as a feeder for their mill, managed from their North Topeka office.

Marysville, Kan.—The 12,000-bu. ironclad elvtr., recently completed for J. H. Cavanaugh by R. M. Van Ness, is equipped with a 12-h.p. Otto Gasoline Engine, a No. 2 Victor Sheller, an Invincible Corn Cleaner, a 3-roll mill, hopper and wagon scales, rope drive and manlift, all up-to-date.

Wichita, Kan.—The Kansas Mfg. Co. has let the contract to the Barnett & Record Co. for erection of storage tanks of 250,000 bus. capacity, which will increase its storage in this city to 600,000 bus. The tanks will be built in a double line as a continuation of its present storage line.

Ellsworth, Kan.—Frederick Kottman has purchased the house here of the Shellabarger M. & Elvtr. Co., has taken possession and will manage it himself after Mar. 1, when Mr. Rosenfeldt, who has managed it for several years, will go to Ellis, Kan., to take charge of the house of the Ellsworth M. & Elvtr. Co. at that point.

Wichita received in January 390,000 bus. of wheat, 211,600 of corn, 112,000 of oats and 60,000 bus. of kafir corn; compared with 438,000 bus. of wheat, 161,000 of corn, 22,000 of oats and 10,000 bus. of kafir corn received in the same month last year. January shipments included 165,000 bus. of wheat, 95,700 of corn, 84,600 of oats and 56,300 bus. of kafir corn; against 287,000 bus. of wheat, 120,700 of corn, 14,000 of oats and 8,200 bus. of kafir corn shipped in Jan., 1911.—Jas. H. Sherman, sec'y Board of Trade.

Hutchinson, Kan.—C. R. Rixon of this city has formed a partnership with the C. A. Tabb Grain Co. The new company will be known as The Tabb Grain Co. and will have headquarters here. Both of us are members of the Hutchinson Board of Trade and make a specialty of shipping country-run milling wheat, since we have no terminal house. We have houses on the Rock Island at Greensburg and Wellsford and have bot elvtrs. at Macksville and Abbyville of W. T. Shute and an office and scales at Wilmore. We intend to build an elvtr. at Wilmore, remodel the Abbyville house and probably build another elvtr.—C. A. Tabb.

Wichita, Kan.—Directors of the Board of Trade Clearing House Ass'n have elected the following officers for the ensuing year: Edward M. Kelly, pres.; C. A. Baldwin, 1st vice pres.; N. H. Keith, sec'y; to succeed L. R. Hurd, pres.; W. F. McCullough, 1st vice pres. and E. M. Kelly, sec'y. H. Kaufman was re-elected treas. and Mr. Baldwin and Mr. Keith appointed to act as an auditing com'ite. The stockholders had previously elected Mr. Baldwin and Mr. Keith as directors to succeed L. R. Hurd and E. K. Nevling, who had refused re-election on the ground that press of business prevented them giving the time required to official positions. E. M. Kelly, H. C. Kaufman and W. F. McCullough were re-elected directors; but at the first meeting of the new board of directors, when the officers of the ass'n were elected, Mr. McCullough sent in his resignation, saying business prevented him again acting as director.

Crestline, Kan.—We are arranging to buy corn at this station during the coming year. We have corn cribs at Opolis, Kan., in addition to our stations in Missouri.—J. W. Boyd Grain & Com. Co., Joplin, Mo.

Several shippers have advised me that they have accepted bids on No. 3 or better corn from brokers in Ft. Worth, Tex., and have shipped corn to apply on sales containing not to exceed 19% of moisture, which was refused. In one instance shipment was made of corn containing 17 2/10% of moisture to apply on a No. 3 or better sale, which was refused and the buyer demanded corn containing not to exceed 14% of moisture. Under the rules of the National Grain Dealers Ass'n the following maximum limits govern all inspection and grading of corn: Grade No. 1, 15% of moisture, 1% of rotten exclusive of bin burned, 1% of dirt and broken grains; No. 2, 16% of moisture, 5% of rotten exclusive of bin burned, 2% of dirt and broken grains; No. 3, 19% of moisture, 10% of rotten exclusive of bin burned, 4% of broken grains; No. 4, 22% of moisture and no percentage stated for the other two conditions. The same rules have been adopted by the State Grain Commission. As a number of shippers have had trouble in disposing of shipments to Texas, we would suggest that before accepting bids or confirming sales they have an understanding with the buyer as to what constitutes "No. 3 or better corn" and what per cent of moisture it may contain.—E. J. Smiley, sec'y Kan. Grain Dealers Ass'n.

ANNUAL MEETING KANSAS GRAIN DEALERS ASS'N.

The 15th annual meeting of the Kansas Grain Dealers Ass'n will be held in the assembly room of the Coates House, Kansas City, Mo., Feb. 20-22. The following program has been prepared for the five sessions:

TUESDAY, FEB. 20, 2 P. M.

Meeting called to order by Pres. W. C. Brown of Beloit, Kan.

Address of welcome by George H. Davis, pres. of the Kansas City Board of Trade.

Response by W. C. Brown, pres. of the Kansas Grain Dealers Ass'n.

President's address.

Address, "Scale Testing," H. A. Foss, chief weighmaster, Chicago Board of Trade.

"Advantages of Office Inspection over Track Inspection," F. W. Eva, chief grain inspector of Minnesota, St. Paul.

General discussion.

Appointment of com'ites.

TUESDAY, FEB. 20, 8 P. M.

Address, "Arbitration," H. L. Strong, Conway Springs, Kan.

"Reasons Why Some Country Grain Dealers Do Not Make Money," E. Bossemeyer, Jr., Superior, Neb.

Address, "Our Sampling Department," W. C. Goffe, Kansas City, Mo.

General discussion.

WEDNESDAY, FEB. 21, 2 P. M.

"Particular Needs in Western Kansas," Prof. J. H. Miller, Agri. College, Manhattan, Kan.

"Future of the Grain Trade," F. A. Derby, Sabetha, Kan.

"Trip to Panama," W. C. McGowan, com'cl. agt. of the Nickel Plate R. R., Kansas City.

General discussion.

THURSDAY, FEB. 22, 9:30 A. M.

"Relation of the Country Grain Dealers to Each Other and to Their Customers," E. P. Hubbard, Juniata, Neb.

"Presentation and Payment of Claims for Loss in Transit," H. C. Pribble, freight claim auditor, A. T. & S. F. R. R., Topeka.

General Discussion: "Do We Favor a Dockage System of Inspection?"

THURSDAY, FEB. 22, 2 P. M.

Sec'y's annual report.

Sec'y's financial report.

Reports of Com'ites.

New business.

Election of officers.

Adjournment.

Managers of farmers' elvtr. companies:

you are requested to advise your officers to attend. The Kansas Grain Dealers Ass'n is your friend and works for your interest. Can you appreciate it and reciprocate?

Members of the Grain Grading Commission have been invited to attend this meeting, so they may hear from the grain dealers on the proposed adoption of the dockage system of inspection. As its adoption would be far-reaching in effect the matter should be fully discussed by the grain trade of the state, so all will have an opportunity to form an opinion of its merits and appear at the next meeting of the commission in favor or against it, if they so desire.

Look over the program, find the subjects of interest to you and come prepared to take part in the discussions.

All the meetings will be held in the assembly rooms of the Coates House, where we will have headquarters.

We will be guests of the Kansas City Board of Trade one of the evenings while there. The chairman of the entertainment com'ite has requested me to advise him as soon as possible the probable number that will attend and the number of gentlemen to be accompanied by their wives. To accommodate this committee, will you kindly let me know at your earliest convenience whether you expect to attend?

Everything now indicates a large attendance and, with the program we have arranged, we should have an interesting and profitable meeting.—E. J. Smiley, sec'y-treas., Topeka, Kan.

KENTUCKY.

Midway, Ky.—The elvtr. of Cogar & Co., which contained about 25,000 bus. of wheat, and their stable burned in the afternoon of Feb. 5. Fire started in a roof. Loss approximates \$30,000; insurance, \$25,100. Elvtr. and machinery, valued at \$8,000, insurance \$5,000; stable valued at \$500, no insurance; 6,500 bus. of wheat belonging to Cogar & Co., insured for \$5,000; 12,000 bus. of wheat owned by C. W. Parish, \$11,500 insurance; 2,500 bus., 700 bus. and 400 bus. belonging to three others, fully insured.

LOUISVILLE LETTER.

The Central Warehouse & Elvtr. Co. has entered suit against Dillon E. Mapother and the Comcl. Bank & Trust Co. for \$685.99 for storage on flour, said to have been deposited by Mapother, on which it is alleged the bank holds a lien.

Directors of the Board of Trade have approved the plan for a merger of all the commercial organizations of this city under the Board's charter and Pres. Danforth will appoint a com'ite to confer about details with that already in existence.

As a result of the recent discussion of grain inspection in this market, W. A. Thompson & Co., one of the largest firms in Louisville, which hitherto had all its grain inspected by officials of the Kentucky Dept. of Agri. and refused to use the Board of Trade inspection system, has decided to buy from now on under both Board of Trade and state inspection rules and allow its off-grade receipts to be investigated by the recently appointed discount com'ite to fix proper valuations thereon.

The grain com'ite of the Board of Trade has appointed a discount com'ite to fix the price of grain that falls below contract grade, composed of H. H. Bingham, chairman, T. G. Williams of S. Zorn & Co. and Alfred Brandeis of A. Brandeis & Son. This com'ite was suggested by that from the Illinois Grain Dealers Ass'n, composed of Pres. L. A. Metcalfe of Illiopolis, Treas. H. I. Baldwin of Decatur and Sec'y S. W. Strong, recently here to confer with the Grain Com'ite of the Louisville Board of Trade. The discount com'ite can get values adjusted in a disinterested way satisfactory to both buyer and seller, which heretofore has been subject to adjudication between buyer and seller that has caused much friction.

While official lists of appointments have not been given out, it is confidently expected that Harry H. Bingham of the Bingham-Hewett Grain Co. will be re-appointed chairman of the grain com'ite of the Board of Trade.

LOUISIANA.

New Orleans, La.—Police recently discovered systematic theft of grain from tanks of the Stafolife Feed Mfg. Co. After several arrests were made the losses stopped.

Shreveport, La.—L. E. Thomas and E. K. Smith have been appointed receivers for the Hamiter-Bussey M. & Elvtr. Co. The receivership was granted on petition of the Comcl. Nat. Bank, said to have been of a friendly nature.

New Orleans, La.—Among the chairmen of com'ites recently appointed by Pres. Jos. McCloskey of the Board of Trade, to serve for the ensuing year, are: Jos. Trautman, chairman com'ite of appeals; W. P. Ross, arbitration, John T. Gibbons, Jr., grain; S. Locke Breaux, chairman freight and transportation com'ite, rice freight com'ite and the rice com'ite; William Schola, rough rice arbitration; clean rice arbitration, Charles F. Cormier, and Stonewall Jackson, warehouse supervision.

New Orleans, La.—Exports of grain in January aggregated 52,673 bus. of wheat, 894,862 of corn and 2,314 bus. of oats; compared with 1,189,713 bus. of corn and no wheat or oats exported in the same month last year. In the five months prior to Feb. 1 exports aggregated 276,445 bus. of wheat, 1,879,793 of corn and 25,161 bus. of oats; against 82,439 bus. of wheat, 2,764,632 bus. of corn and no oats sent out in the same period of the previous season. —W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

BALTIMORE LETTER.

Frederick C. Colston, trustee in bankruptcy of Walter Kirwan, has been authorized to sell certain lots of ground and to execute deeds prior to Feb. 20.

The death of Robert B. Ways was announced to members of the Baltimore Chamber of Commerce, Feb. 6, and Pres. Meyer appointed a com'ite to attend the funeral.

C. De Peyster Valk and Lawrence B. Burford were admitted to membership in the Baltimore Chamber of Commerce in January and the membership of the late F. Johnson Levering was transferred.—James B. Hessong, sec'y.

The following rule was adopted Jan. 29 at a general meeting of members of the Chamber of Commerce: "On all grain handled thru driers, whether on contract or on consignment, all incidental expenses incurred shall be charged." This takes the place of the commission rule abolished at that meeting, which required an additional charge of $\frac{1}{2}$ c per bu. for drying grain at this port.

Baltimore received during January 453,- 812 bus. of wheat, 3,745,438 of corn, 156,645 of oats, no barley and 37,730 bus. of rye; compared with 142,724 bus. of wheat, 3,129,145 of corn, 350,922 of oats, 4,762 of barley and 52,026 bus. of rye, received in January last year. Shipments for the month included 310,445 bus. of wheat, 3,130,571 of corn and 184 bus. of oats; against 254,815 bus. of wheat and 1,566,703 bus. of corn, shipped during January, 1911.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Ionia, Mich.—The Ionia County Gleaners Ass'n is planning to build a terminal elvtr.

Bancroft, Mich.—W. O. Calkins has made a number of improvements in the elvtr. he recently purchased from H. C. Payne and has installed two new bean-picking machines. The bean-picking plant has been opened with a full force.

Jeddo, Mich.—The Grant Elvtr. Co. has bot the feed and coal business of John A. Boyd for \$1,800.

Royal Oak, Mich.—George Newman of Birmingham, Mich., has purchased the grain business here of M. S. Osgood.—F.

Romeo, Mich.—The Romeo Mfg. Co. has been organized to take over the mill property of A. T. Powell and deal in grain and farm products.—F.

Gustin, Mich.—We have built a 10,000-bu. elvtr. here. The Burrell Engineering & Construction Co. had the contract.—Harrisville Mfg. Co., Harrisville, Mich.

Grain dealers and shippers in Michigan are watching with interest the outcome of the hearings being held in Grand Rapids and Saginaw regarding railroad demurrage to determine whether the rates as drafted by the state legislature 18 months ago are reasonable or not. The railroads are protesting against them.—F.

Sparta, Mich.—The Watson-Higgins Sparta Elvtr. Co., incorporated by F. F. Watson and J. A. and L. H. Higgins of Grand Rapids, and D. M., H. E. and H. M. Jenison of Grandville, Mich.; capital stock, \$10,000. It will take over the property in Sparta recently purchased by the Watson-Higgins Mfg. Co. and will build an elvtr. and a warehouse, and operate a feed mill to do custom grinding and carry a stock of feed and flour for the local trade.

Detroit, Mich.—In his speech on "Compulsory Cleaning of Grain" before the Michigan Millers Ass'n in Lansing, Jan. 16-17, F. G. Emmons of Detroit advocated the passage of laws requiring cleaning of all wheat, to protect the miller and the trade. As certain laws now forbid mixture of foreign seeds in feeds, so laws should be made against mixing foreign substances in wheat; and the mixture of good, fair, poor and dirty wheat should never be permitted but each grade should be kept intact and handled on its merits. A canvass of 11 mills using No. 1 northern showed $\frac{1}{2}$ to 4 lbs. of dirt to the bu., 5% of dirt, 2% lbs. to the bu., 6 bus. per 1,000 bus., 1 lb. to the bu., $\frac{1}{4}$ to $\frac{1}{2}$ lb. to the bu. In 5,000 bus. were found 3,798 lbs. of fine screenings, 601 lbs. of oats, 201 lbs. of corn and coarser matter, a total of 5,600 lbs. In 1,260 bus. of No. 1 hard were 1,513 lbs. of screenings and 1,000 lbs. of dirt.

MINNESOTA.

Winger, Minn.—Farmers have organized an elvtr. company.

Strathcona, Minn.—Farmers are considering building an elvtr.

Grove City, Minn.—Farmers are organizing an elvtr. company.

Lucan, Minn.—The Lucan Grain & Fuel Co. is arranging to put in a larger engine.—J. J. F.

Pine Island, Minn.—The Pine Island Farmers Elvtr. Co. will build an up-to-date house in the spring.

Kilkenny, Minn.—The Kilkenny Grain Co. has installed a feed mill in its new elvtr. which will be put into operation soon.

New Prairie sta., Cyrus p. o., Minn.—The New Prairie Farmers Elvtr. Co. has put its new 25,000-bu. house in operation.

Lambert, Minn.—Farmers are organizing an elvtr. company; capital stock, \$10,000. Olaf Tande is pres.; L. J. O'Neill, sec'y-treas.

Minneota, Minn.—The Farmers & Merchants Supply Co. is planning to build an elvtr. in the spring, condition of its present house makes this necessary.

Nielsville, Minn.—John Engelstad has succeeded me as agt. for the St. Anthony & Dak. Elvtr. Co. here. I resigned and have gone to Climax, Minn.—J. A. Munson.

Lester Prairie, Minn.—The recently organized Farmers Co-op. Elvtr. Co. has bot the house of the State Elvtr. Co. for \$3,000 and will take possession as soon as it is cleaned out. Emil Erickson has been engaged as buyer at \$50 per month.

The GRAIN DEALERS JOURNAL.

Prior Lake, Minn.—M. J. Costello, who had been in the grain business here for the last 34 years, died Jan. 27 after a week's illness. He is survived by his parents and two brothers.

Lewiston, Minn.—J. J. Lichter, the grain dealer, will build a gravity coal house as soon as weather permits and install machinery to unload cars and elevate coal into building by steam power.

Duluth, Minn.—A future quotation on durum has been developed, known as No. 1 special. No. 2 is deliverable at a discount of 5c from No. 1. May No. 1 special grade contemplates delivery of only No. 1 and sells at a premium of 3c over regular May delivery.

De Graff, Minn.—The house of the Hennepin Elvtr. Co. burned early in the morning of Jan. 14, with about 4,000 bus. of grain. When discovered the entire building was in flames. J. C. Cretty, the local agt., had difficulty with the machinery the day before the fire and had run the machinery later than usual that night to finish loading a car, which, it is thought, may have caused a hot box.

Willmar, Minn.—The Campbell-Hodgson Grain Co. incorporated by I. J. Campbell, his sons, A. D. and Victor Campbell, and L. F. Hodgson; capital stock, \$20,000. The company took possession Feb. 1 of the house it purchased from the Duluth Elvtr. Co. and will equip it fully as a transfer and cleaning house, so it can qualify as a terminal elvtr. It will also take over the fuel business Mr. Hodgson has conducted.

Duluth, Minn.—F. M. Schutte, state weighmaster for Duluth, reports 17,740 car-loads of all kinds of grain weight into elvtrs. and mills there and 3,592 weighed out, during the crop year ending Aug. 31, 1911. The receipts amounted to \$16,760.54 and the disbursements were \$22,198.48, a loss of \$5,437.94. Mr. Schutte makes this comment: "Excepting the years 1906 and 1907, when the weighing fee was lowered to 15 cents per car in order to reduce the large surplus in the grain fund, this is the first time in many years the department has run behind and the loss is due to the exceedingly light grain crop of 1910. We weighed only 19,251 cars of grain, and 17,974,428 bushels into vessels, during the year, as against 37,294 cars of grain and 34,664,705 bushels into vessels, for the previous year."

MINNEAPOLIS LETTER.

A recent fire caused about \$300 damage to the elvtr. adjoining the Christian flour mill.

The Gt. Northern Elvtr., operated by the International Grain Co., has been made "regular" under the rules of the Chamber of Commerce.

James D. Lamb has been appointed a member of the closing-price com'ite of the Minneapolis Chamber of Commerce to succeed C. R. Davis, resigned.

A. E. Zonne is pres. of the recently incorporated Northern Grain Commission Co.; E. A. Cawcutt, vice pres.; Frank Bass, sec'y and George F. Metcalf, treas.

We are indebted to John G. McHugh, sec'y Minneapolis Chamber of Commerce, for the 29th annual report of the organization, covering the year 1911. It contains a full list of individual, firm and corporation members, many pages of valuable grain statistics of the Minneapolis market, crop reports of Minnesota and North and South Dakota for the past 15 years and grain receipts and shipments of various markets for many years, making it useful for reference.

According to the annual report of P. P. Quist, State Weighmaster for Minneapolis, 124,040 carloads of grain of all kinds were weighed into the elvtrs., while 53,953 were weighed out during the crop year ending Aug. 31, 1911. The total regular weighing fees amounted to \$69,353.10; local scale testing fees, \$522.15; and railroad track scale testing fees, \$2,532.00. The total receipts came to \$83,842.35; total disbursements, \$88,896.88; leaving a net loss of \$5,054.53 for the year.

H. L. Elliott & Co. put in operation, Feb. 3, the feed mill they recently took over and will conduct in connection with their warehouse. They make a specialty of handling and cleaning oats and their new property will greatly facilitate that, as it is fully equipped with cleaning machinery as well as grinding machinery for feed and screenings.

Oliver P. Carter, senior member of the grain firm of Carter, Sammis & Co., died at his home in this city Jan. 28, aged 65. He was born in Glenville, N. Y., and while young came with his parents to Wisconsin. In 1874 he located in St. Paul as a seed merchant. Two years later he moved to Minneapolis and entered the grain trade, in which he remained until his death. He was a member of the Duluth Board of Trade, a charter member of the Minneapolis Chamber of Commerce and widely and favorably known in the Northwest. For nearly 25 years he had been unable to walk from locomotor ataxia believed to be the result of his service in the civil war. His wheel chair was a familiar object on 'change. In it he was daily moved from his carriage to his office in the Chamber of Commerce Bldg., then later to the exchange floor. He was popular on 'change and was considered a grain man of unusual business ability. He is survived by his widow and two married daughters.

MISSOURI.

Paris, Mo.—D. W. Helm, of this station, is dead.

East Lynne, Mo.—We have succeeded Isaac Zook.—Zook & Zook.

Hamilton, Mo.—A. D. Warren is scoop shoveling here.—Frank Clark.

Knobnoster, Mo.—P. G. Utley is scoop shoveling here.—Acme Mfg. Co.

Catawissa, Mo.—We will improve our elvtr. this season.—Scheve & Dalton.

Osborn, Mo.—Have had trouble with scoop shovel men here.—J. F. Hughes.

Lewistown, Mo.—We are thinking of remodeling our grain warehouse.—A. P. Porter & Co.

Craig, Mo.—Farmers contemplate building an elvtr. here in the spring.—Brownfield & Teare.

Houstonia, Mo.—A stock company to build an elvtr. is talked of.—Logan & Sewell Grain Co.

Galt, Mo.—R. L. Vencill is scoop shoveling at this station. We have succeeded Proctor & Son.—Proctor & Root.

Chula, Mo.—E. L. Treadway has gone out of the grain business and we are the only grain dealers here at present.—Chula Grain & Coal Co.

Bunceton, Mo.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Coleman & Rutherford, taking possession Apr. 1.—H. D. Langkop.

Montrose, Mo.—We have increased our elvtr. capacity to 20,000 bus. and have built an iron warehouse adjoining it.—J. N. Kaumanns, Kaumanns Bros.

Gregory Landing, Mo.—Mitchell & Boulware are scoop shoveling here. We have recently erected a 25,000-bu. ear corn elvtr.—The Ruddick Co.

Charleston, Mo.—The Brown & Defield Grain Co. bot the business of the O. F. Goodin Grain Co. Oct. 1, and I have retired from business.—O. F. Goodin.

Fairview, Mo.—M. W. Goostree has bot the interest of R. H. Carpenter in the Carpenter-Forsythe Grain Co. and we have succeeded it.—Forsythe-Goostree Grain Co.

Liberal, Mo.—We will begin work on our new elvtr. here about Apr. 1. It will be strictly modern and equipped with drier. Our plant at Irwin, Mo., will be completed Feb. 15.—Lipscombe Grain & Seed Co.

Smithville, Mo.—Geo. T. Etton & Co. now own the elvtr. of Wm. Patterson. Williams & Collins have succeeded Williams Bros. and are now scoop shoveling. I will make a few improvements on my elvtr. this year.—W. L. Vance.

Bonesteel, Mo.—Crilly Bros. bot the elvtr. of the South Dakota Grain Co., Jan. 1.—F. M. Wright, Mgr.

Joplin, Mo.—We are arranging to buy corn the coming year at Boston and Irwin, Mo., on the Mo. Pac.—J. W. Boyd Grain & Com. Co.

Clinton, Mo.—We will erect six concrete grain tanks, 16 ft. in diameter and 50 ft. high, 50,000 bus. capacity, this summer.—Holland-O'Neal Mfg. Co.

KANSAS CITY LETTER.

Carey H. Bacon of St. Louis has been admitted to membership in the Kansas City Board of Trade.—E. D. Bigelow, sec'y.

The new directors of the Board of Trade held their first meeting Jan. 9, and re-elected E. D. Bigelow as sec'y for the sixteenth time. E. D. Fisher was re-appointed treas.

A commission of 1c per bu. instead of $\frac{1}{2}$ c, is now charged by the Board of Trade on ear and snap corn. Commissions on small cars ran as low as \$2.50 under the old rate.

At the recent annual meeting and dinner of the Kansas City Grain Club the following officers were elected: F. G. Crowell, pres.; Wm. Murphy, vice-pres.; G. A. Aylsworth, sec'y and treas.

E. E. Matchette of the Orthwein, Matchette Co., grain and stock brokers of this city, suffered a fracture of the right leg, Jan. 14, in a bobsled wreck and will be laid up in the hospital for some time.

The new building com'ite recently appointed by Pres. Davis, of the Board of Trade, is already considering the question of new quarters for the board. C. J. Hubbard of the Boston Land Rent Co. has submitted a proposition to erect a 16 story fireproof building at 11th street and Grand ave., the greater part to be occupied by the Board of Trade members, milling companies and railroad freight agts.

Receipts of grain at Kansas City during January included 1,069,200 bus. of wheat, 2,934,000 of corn, 510,000 of oats, 3,300 of rye and 19,600 bus. of barley; compared with 2,022,000 bus. of wheat, 1,650,000 of corn, 368,900 of oats, 3,300 of rye and 42,000 bus. of barley, received in January, 1911. Shipments for the month included 1,149,600 bus. of wheat, 1,724,400 of corn, 588,200 of oats, no rye and 30,800 bus. of barley; compared with 1,341,600 bus. of wheat, 1,198,800 of corn, 508,300 of oats, 3,300 of rye and 40,600 bus. of barley shipped in January, 1911.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

The plant of the Miller Grain & Elvtr. Co., known as the Miller Elvtr., was damaged by fire Feb. 2, to the extent of \$3,000.

The largest car of corn ever weighed by the weighing buro of the Merchants Exchange was recently received by Connor Bros. & Co. It was shipped from Illinois and contained 2,101:04 bus..

Receipts of grain at St. Louis during January included 856,900 bus. of wheat, 4,753,200 of corn, 975,800 of oats, 1,100 of rye and 12,000 bus. of barley; compared with 3,338 sacks and 1,261,700 bus. of wheat, 2,650 sacks and 2,624,400 bus. of corn, 978 sacks and 1,769,700 bus. of oats, 51,700 bus. of rye and 14,184 sacks and 320,600 bus. of barley received in January, 1911. Shipments for the month included 973,890 bus. of wheat, 34,285 sacks and 1,807,115 bus. of corn, 18,140 sacks and 587,965 bus. of oats, 2,430 bus. of rye and 16,410 bus. of barley; compared with 3,960 sacks and 1,213,510 bus. of wheat, 16,780 sacks and 1,018,210 bus. of corn, 23,010 sacks and 1,125,500 bus. of oats, 39,310 bus. of rye and 14,750 bus. of barley shipped in January, 1911.—Eugene Smith, sec'y Merchants Exchange.

The Great Western Feed Co. will erect a two story elvtr. to cost \$7,000.

W. W. Powell, well known to the shippers of Illinois and Iowa, has fully recovered from his recent illness and is now starting in business for himself in this city.

The St. Louis Grain Club is sending out 70,000 seed corn circulars and is working on the Wiley decision in reference to damaged corn shipments in interstate commerce.—Thos. K. Martin, sec'y.

Daniel C. Nugent of B. Nugent & Bros. and H. Edward Richter of Cincinnati have availed themselves of the recent decision of the board of directors of the Merchants Exchange in reference to purchasing and cancelling of membership certificates for \$150 each.

Applications for membership in the Merchants Exchange have been made by Fred W. Rosskopf, Arthur Kilz, Edward N. Kaercher, W. E. Ward, Des Moines, Ia., Christian Ziesch, Greenville, Ill., E. G. Roll, Ft. Worth, Tex., and Julius B. Cornheim.

Charles Rippen, gen. frt. agt. of the Mo. Pac. R. R., was appointed Traffic Commissioner of the Merchants Exchange at a meeting of the board of directors Jan. 30. He will succeed J. C. Lincoln and will assume office Mar. 1, Mr. Lincoln being retained until then.

At the annual meeting and banquet of the St. Louis Grain Club at the St. Louis Club, Jan. 30, W. H. Lang was elected pres., W. H. Danforth, vice-pres., Fred C. Orthwein, V. N. Jones, C. A. Morton, W. T. Hill and T. H. Francis, members of the Executive Com'ite. Thos. K. Martin was re-elected sec'y and was presented with a handsome gold watch, E. M. Flesh, retiring pres., making the presentation speech. The idea of establishing a "smoking" room for non-members of the Exchange, similar to the "smoking" room of the Chicago Board of Trade, discussed by Nat L. Moffit, Harry Daub and Ed. Catlin, representing the "pit" men who are boosting the plan, received the endorsement of the club and a com'ite composed of Pres. Lang, Otto L. Teichmann and E. L. Waggoner, was appointed to make suitable plans and bring the matter before the board of directors of the Exchange. The room will probably be established in the rotunda outside the main entrance or at the north end of the main hall. In speaking of the plan, one of the promoters said: there is a strong opinion among traders that the exchange has been too exclusive. This policy of keeping non-members away from easy touch with the floor is losing business for us. Visitors from out of town are allowed on the floor six days in thirty, but the local business man who is interested in the market can not get on the floor unless he is a member. Another subject receiving the serious consideration of the club was the need of introducing among the country grain dealers the system of buying corn by a scientific moisture test. A 65 page booklet, by Sec'y Martin, bound in jute bagging and printed in red ink, containing pictures of the officers and directors and little talks on grain subjects, was presented to the members as a souvenir of the dinner.

MONTANA.

Judith Gap, Mont.—A. C. Dyer, Geo. Finch and A. B. Andrews will build an elvtr.

Moore, Mont.—The Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, Augusta Zasta, R. F. Shaw, J. B. Gaston, C. M. Clary and Nelson Ross.

Miles City, Mont.—Lytle Elvtr. Co. incorporated; capital stock, \$75,000; paid in stock, \$50,000, cash, \$1,000; incorporators and officers, D. L. Lytle, pres.; A. H. Lytle, vice-pres.; F. J. Lytle, sec'y.

Valier, Mont.—Chas. H. Baker of Devils Lake, N. D., will engage in the elvtr. and feed business.

Bozeman, Mont.—Thomas B. Quaw & Co. have made an assignment in favor of Geo. B. Nichols, placing their liabilities at \$25,000 and assets at \$40,000. Losses in buying and selling grain are given as the cause of the failure of this firm to meet its obligations.

NEBRASKA.

Benson, Neb.—Geo. Stoltensburg has bot the elvtr. interests of Chas. Voss.

Thurston, Neb.—I have succeeded A. M. Ross as agt. for the Rodebough Grain Co.—J. J. Rihanek.

Gretna, Neb.—The R. E. Roberts Elvtr. Co. has installed two Hall Signaling Grain Distributors in its elvtr.

Odell, Neb.—A re-inforced concrete wag-on scale is being installed at the elvtr. of the Farmers Elvtr. Co. by R. M. Van Ness.

Kearney, Neb.—The Buffalo County Grain & Live Stock Ass'n has leased its building to W. L. Stickel for the coming year.

Lincoln, Neb.—J. M. Barnhill has succeeded B. F. Beckel as mgr. of our Lin-coln office.—The Kemper Grain Co., Kansas City, Mo.

Fairbury, Neb.—The contract for the machinery and equipment for the new mill building of the Fairbury Mill & Elvtr. Co., to replace the one recently burned, has been let to R. M. Van Ness.

Powell, Neb.—I returned to Powell as agt. for the Lincoln Grain Co., Feb. 1. J. E. Jones, who succeeded me here, will return to Ruskin.—C. W. Samms, formerly agt. for Lincoln Grain Co. at Helvey.

Lincoln, Neb.—John E. Craig has brot suit for \$6,000 against the Updike Grain Co. of Omaha, for injuries sustained when a ladder belonging to the company gave way, throwing him to the ground, while he was working for the defendants.

Pender, Neb.—The farmers of Thurston county have organized a farmers' elvtr. company and have bot the elvtr. of the Saunders-Weststrand Co. at this station for \$7,500. The officers of the company are: D. B. Walters, pres., Richard Takken, sec'y and Frank Johnson, James Pipal and Chas. Rasmussen, directors.

OMAHA LETTER.

O. H. Gibbs is now mgr. of the McCall-Dinsmore Co.

The Omaha Grain Exchange was 8 years old Feb. 1, having been organized in November, 1903, and opened for business Feb. 1, 1904.

Grain men of the Grain Exchange met with the business men of the city, Jan. 26, in the interests of a campaign for crop improvement in Nebraska. The meeting was addressed by Bert Ball, sec'y of the crop improvement com'ite of the Council of Grain Exchanges.

F. S. Cowgill, representing the grain interests on the executive com'ite of the Commercial Club, resigned at the regular meeting Jan. 30, on account of inability to attend the sessions of the com'ite at its regular meeting hour, which is the busiest hour of the day for him. W. H. Bucholz, C. H. Pickens and E. P. Peck were appointed as a com'ite of three, to find and recommend a grain man who can give his attention to the position.

The Droege Elvtr. Co. of Council Bluffs, Ia., will erect a \$10,000 plant, having a daily capacity of 20,000 bus., for crushing corn cobs and transforming them into a material to take the place of sawdust and shavings for use in oxydizing iron filings for purifying gas at gas plants. The cobs are first crushed into small pieces, then saturated with water and mixed with cast iron filings and salammoniac in proper proportions, for rusting. This mixture is kept thoroly stirred at a high temperature for about six weeks.

Application for membership in the Grain Exchange has been made by Heber Hord of Central City and Courtney H. Casebeer of Des Moines.

Receipts of grain at Omaha during January included 824,400 bus. of wheat, 2,467,200 of corn, 748,000 of oats, 3,300 of rye and 208,600 bus. of barley; compared with 1,152,000 bus. of wheat, 2,395,200 of corn, 1,045,500 of oats, 9,900 of rye and 257,600 bus. of barley received in January, 1911. Shipments for the month included 604,000 bus. of wheat, 1,338,000 of corn, 957,000 of oats, 3,000 of rye and 27,000 bus. of barley; compared with 695,000 bus. of wheat, 1,200,000 of corn, 1,101,000 of oats, 11,000 of rye and 60,000 of barley shipped in January, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Worcester, Mass.—Wm. H. Dexter, who in 1846 started in the grain and flour business in this city, died Jan. 30, after a week's illness, at the advanced age of 89 years. He was well known for his great generosity.

Boston, Mass.—At the annual meeting of the Chamber of Commerce Jan. 23 the following officers were elected: Jos. B. Russell, who has served two years as director, pres.; J. Randolph Coolidge, Jr., first vice-pres.; Wm. E. Butler, second vice-pres.; Daniel D. Morss and James A. McKibben, treas. and sec'y, respectively, for the fourth term. The membership of the Chamber now numbers 4,700 and an effort will be made to make it 5,000 within the next six months.

NEW YORK.

New York, N. Y.—The Produce Exchange has adopted a resolution relative to sulphured oats, protesting against the action of the government in confiscating sulphured oats.

New York, N. Y.—National Hay & Grain Co., incorporated to deal in grain, hay, etc.; capital stock, \$25,000; incorporators, F. A. Judd, St. Albans, Vt., J. A. Judd and A. Dingwall, New York.

Buffalo, N. Y.—Chapin & Co. of Hammond, Ind., closed their office in this city Feb. 1, and will be represented in the eastern markets in future by traveling salesmen. The Buffalo office was established 20 years ago by R. W. Chapin and has lately been managed by O. Takats, who will now go into the main offices at Hammond.

NORTH DAKOTA.

Bowdon, N. D.—The elvtr. of the Regen & Lyness Elvtr. Co. has been closed for the season.

Lisbon, N. D.—F. M. Doyle of Milnor has bot the elvtr. and coal business of C. L. Diehl & Sons.

Presho, N. D.—A. L. Farhenwald has bot back the elvtr. and store which he sold Jan. 25, 1911, to the Reetz Elvtr. Co.

Carrington, N. D.—A company has been organized by the farmers and business men of this section and an elvtr. will be built.

Fairview, no p. o., N. D.—Farmers at Fairview, six miles east of Hannaford, will build an elvtr. this spring.—Farmers Elvtr. & Mercantile Co., Walum, N. D.

Stanley, N. D.—M. C. Graham of the M. C. Graham Elvtr. Co. is charged with failure to redeem storage checks for grain stored in his elvtr., by a farmer.

Every flax grower in North Dakota should have a copy of Press Bulletin No. 46 of the N. D. Agri. Experiment Sta., on Flax Culture by H. L. Bolley, giving valuable information and interesting data on the flax crop.

Pisek, N. D.—Frank J. Dvorak bot one of the elvtrs. of the Pisek Grain Co. Jan. 22, for \$4,000, taking possession Jan. 24. C. J. McKean and J. J. Kadlec are the proprietors of the Pisek Grain Co. and own another elvtr. here.

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Beach, N. D.—C. E. Chadderton, who succeeded foreman Johnson of The Russell-Miller Mfg. Co., will repair the recently burned elvtr. It will however be some time before the elvtr. will be in running order on account of the heavy damage.

Langdon, N. D.—The 60,000-bu. elvtr. of the St. Anthony & Dakota Elvtr. Co., containing 40,000 bus. of grain, 19,000 bus. of which was flax, burned at 4 a. m., Feb. 2. The fire was of incendiary origin, being started with kerosene oil, and was the third attempt made within five days to burn the elvtr.

Bismarck, N. D.—The Van Dusen-Harrington Co. of Minneapolis, Minn., has taken over the business in North Dakota of the Atlas Elvtr. Co., the National Elvtr. Co. and the Interstate Grain Co., in which is included 50 elvtrs. They have filed bond for \$250,000 to insure protection to the people doing business with them.

Chaseley, N. D.—The Farmers Elvtr. Co. has not been buying grain since early in December as it has not been able to get any money. It suffered a big loss when several thousand bushels of grain rotted in the bin. Some of it was sold back to the farmers for 50c a bu. for hog feed. Parties holding storage tickets have not been able to get their money, it is reported.

Fargo, N. D.—The Equity Co-Operative Exchange, which is the corporate name of the terminal elvtr. movement connected with the American Society of Equity, elected the following officers Jan. 20: J. M. Anderson, pres.; Bert Cole, vice-pres.; Fred A. Irish, treas. and S. H. Squires, sec'y. A. A. Trovaten was appointed chairman of a com'ite to make arrangements for a big equity congress in St. Paul in March.

Gackle, N. D.—While corn was being loaded from the elvtr., the chute became clogged and Christ Kroll jumped into the bin upon a pyramid of frozen corn to investigate the trouble. The center of the pyramid, however, had gone thru the chute and a cave in was the result, the corn breaking loose and burying him. Simon Bieber, another elvtr. man, was called and after about an hour's work succeeded in rescuing Mr. Kroll, very nearly exhausted but alive. He probably owes his life to the fact that when he fell he managed to force an air space with his hands and pulled his coat over his arms so that the dust from the corn could not strangle him.

Minnewaukan, N. D.—A two days farmers institute has just been held here with 3 well-known speakers of the state, Profs. Hoverstad, Palmer and Thomas Shaw. The speakers gave interesting talks on dry farming and the raising of corn. The Minnewaukan Commercial Club provided a lunch at noon for the farmers and also gave a program in the afternoon consisting of readings and solos by young ladies of the town. The 10-piece orchestra of this city furnished the music at the noon hour.—Minnewaukan Farmers Elvtr. Co. If farmers and country grain dealers would take more interest in farmers institute work they would greatly promote the movement for more and better crops.

Minto, N. D.—Suit to recover approximately \$6,000 has been brot against the Grain Producers Elvtr. Co. of Duluth, Minn., by a number of farmers of this vicinity who suffered heavy losses when Thomas Elliott, former agt. of the company, suddenly decamped and left them with unredeemed storage tickets for the above amount. Elliott was engaged in the grain business but the officials of the company contend that he was not in their employ at that time and that he issued their storage tickets without authority to do so. They claim that he was in business for himself. In the recent suit of L. Koehmsted, the district court held the Grain Producers Co. liable for the Elliott storage tickets.

OHIO.

Rawson, O.—Geo. Huber has bot the elvtr. of R. R. Fenner and will take pos-
session Mar. 1.

Canton, O.—Neely & Ferrall, grain dealers, will erect a large, thoroly up-to-date elvtr. to cost \$80,000.

Clyde, O.—Ira S. Comstock of Comstock & Slessman, grain dealers, died Jan. 17, after a brief illness.

Coshocton, O.—Jos. W. Thomson, the well known grain and hay dealer, has been appointed a member of the city Board of Health.

Mansfield, O.—Henry L. Goemann, who recently installed an oats purifying plant in his elvtr., has closed the plant and estimates his loss at \$6,000.

Sullivan, O.—Having recently sold my elvtr. to Atyeo Bros. of Plymouth, I am going out of the grain business and will leave Apr. 1 for Tex.—A. A. Maurer.

New Bavaria, O.—Farmers are organizing companies in half a dozen stations in this vicinity and have bot the elvtr. of Dietrick & Diemer, taking possession Feb. 10.—S. L. Snyder & Co., Holgate, O.

Pleasant Bend, O.—The Pleasant Bend Grain Co., incorporated; capital stock, \$12,000; incorporators, H. M. Wenzinger, John H. Fraker, Chas. Dirr, Michael Williams, Peter F. Grim, Gordon S. Carlson, J. S. Royal, Geo. H. Thomas, Peter W. Dirr, Geo. Wolf, Henry E. Wolf and J. W. Desgranges.

Sidney, O.—E. T. Custenborder was married on Jan. 25 to Miss Jennie Griffis, of Sidney. Mr. Custenborder is a member of the firm of J. E. Wells & Co., and Miss Griffis was formerly interested in the grain business as a member of the firm of E. J. Griffis & Co., predecessors of the Sidney Grain & Mfg. Co. The bride and groom left for the South, where they will spend the remainder of the winter.—J. C. C.

New Bavaria, O.—The Farmers Elvtr., Grain & Supply Co., incorporated to buy, sell, deal in and store grain, seeds, and all kinds of agricultural products, and to purchase, own and operate grain elvtrs. and mills and to do a general storage business; capital stock, \$15,000; incorporators, Jacob Hornung, Jos. E. Thorne, Chas. F. Derrick, Chas. H. Hornung, Mathias Romes, Peter Mangus, Geo. Keterle, Mathias Thorne, Andrew and John Swary.

TOLEDO LETTER.

The Toledo Grain & Mfg. Co. will increase its present elvtr. capacity of 80,000 bus. this spring.

A meeting to hear the report of the pure food conference delegates to Washington was held Feb. 1 on the Produce Exchange.

Guy G. Major, pres. of the Steel Elvtr. Co. and of the Major Linseed Oil Co., member of the Produce Exchange, died Jan. 30, in New York, of pneumonia.

Fearing a big loss in business because of from 6 to 24 hours delay in the mail service, grain men made a complaint to the postal authorities at Toledo and Washington, with the result that six extra clerks have been added to the force and the assurance given that an automobile service will be established to carry mail about the city.

CINCINNATI LETTER.

The "Corn Exchange" will probably be the name of the new grain organization to be formed within the Chamber of Commerce by the com'ite of five composed of H. Edward Richter, chairman, F. F. Collins, E. A. Fitzgerald, H. W. Brown and Lyman Perin.

The following have been admitted to membership in the Chamber of Commerce during January: James W. Flannery, Wm. A. Earls, Howard E. Wurlitzer, Herbert R. Alcorn, Leslie Webb, Wm. J. Fleming, J. J. Castellini, Chas. B. Hill and Jos. Berning.—W. C. Culkins, sec'y Chamber of Commerce.

A com'ite of five was appointed at a recent meeting of the grain trade, to form a new grain organization within the Chamber of Commerce, subject to the supervision of the directors of the Chamber, the making its own rules and regulations. It is to be similar to the Produce Exchange.

R. C. Archibale, who has been Acting Weighmaster since the establishment of the new system of weighing, has been appointed Chief Weighmaster, of the Chamber of Commerce, and Chief Grain Inspector George F. Munson was re-appointed for the current year.—W. C. Culkins, sec'y.

At the first meeting of the new directors of the Chamber of Commerce, Wm. C. Culkins was unanimously re-elected as sup't, and the following standing com'ites for 1912 were appointed: weighing buro, Geo. Keller, C. E. Nippert and Chas. P. Morse; grain inspection buro, H. F. Cellarius, E. A. Fitzgerald and Geo. H. Lewis.

Receipts of grain at Cincinnati during January included 45,280 bus. of barley, 1,284,168 of corn, 306,250 of oats, 105,816 of rye and 160,384 bus. of wheat. Shipments for the month included 11,721 bus. of barley, 784,054 of corn, 195,750 of oats, 41,008 of rye and 172,163 bus. of wheat.—W. C. Culkins, sec'y Chamber of Commerce.

OKLAHOMA.

Fargo, Okla.—Fenemore Bros. & Hobbs are scoop shoveling at this station.

Collinsville, Okla.—G. F. Whitford has bot the interest of C. G. How in the elvtr. of the Caney Grain Co.—S.

Little Sandy, Okla.—There is a prospect of another elvtr. on the Orient R. R. at this station.—Frank Loeser, Amorita, Okla.

Gage, Okla.—Garrison & Son, R. J. Bishop, Green & Wright, Oscar Robinson and Robinson & Berry are scoop shoveling at this station.

Oklahoma City, Okla.—Lucas Feed Co., incorporated; capital stock, \$25,000; incorporators, J. E. Lucas, L. M. Lucas and Edward Spires.

Quapaw, Okla.—D. C. DeVilliers has bot a half interest in the elvtr. of Bingham & Rummel. It is now being operated under the name of Bingham & DeVilliers.—S.

Oklahoma City, Okla.—Engineer Perrins was badly burned in an explosion in the engine room of the Oklahoma Mill & Elvtr. Co., that damaged the plant to the extent of \$250.

Amorita, Okla.—I am still in the grain business at this station. As there are only two elvtrs. here and another one is needed, the prospects for a new elvtr. are good.—Frank Loeser.

Drummond, Okla.—Chas. Cotter of Ames has recently completed a 20,000-bu. elvtr., equipped with a sheller, cleaner and feed mill. Power is furnished by a 15-h.p. gasoline engine.—S.

Oklahoma City, Okla.—The B. Strong Grain Co. of Conway Springs, Kan., has been admitted to membership in the Oklahoma Grain Dealers Ass'n and have established a branch office in this city.

Sharon, Hackberry p. o., Okla.—Sharon Grain Co., incorporated to deal in grain, coal and live stock; capital stock, \$10,000; incorporators, J. H. Cox, L. O. Street, Woodward, and D. H. Kelber, Sharon. Sharon is a new town on the W. F. & N. W. R. R., and will ship a number of cars of grain yet this spring.

Oklahoma City, Okla.—The agitation for a greater spring acreage is becoming more general each day and already the matter has been laid before our Representatives in Congress praying for such relief as can be given the drouth-stricken farmers in certain sections of Oklahoma. The writer has been putting forth all his energies in behalf of this movement and is under the impression that the dealers throughout the State are doing likewise. We have been fortunate in locating a limited quantity of red rust proof oats for seeding purposes and have had the satisfaction of seeing it taken by our different dealers for distribution among the farmers. We can put dealers in touch with Kansas dealers who have red oats to offer, also a few of the Oklahoma dealers who have limited quantities for immediate shipment.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

PENNSYLVANIA.

Scranton, Pa.—A. W. Dickson, pres., of the Dickson Mill & Grain Co., died recently.

Carlisle, Pa.—Frank E. Thompson is erecting a 25x30 ft. addition to his elvtr. The building is entirely of frame with a slate roof.

Bloomsburg, Pa.—The old elvtr. plant belonging to the J. M. Dillon estate, recently used as a furniture storage warehouse, burned Jan. 17, with a loss of \$4,700 on building and contents.

Harrisburg, Pa.—Harvey Atwood, a grain dealer of this city, was found Jan. 27, almost dead from exposure in a field at Creston, Ind. It is possible that both of his legs will have to be amputated. Mr. Atwood said that he left here Jan. 23 on a business trip to S. D. and does not know how he got to Creston.

Lancaster, Pa.—John W. Eshleman, grain dealer, has brot suit against the Penna. R. R. Co. for \$60,000 damages for the destruction of his warehouse adjoining the company's tracks and having a switch running into the building. He alleges that in May, 1910, an engine belonging to the railroad company was run into his premises and hot ashes were dumped while it stood inside, setting fire to a quantity of hay and straw and starting a fire that destroyed the building and contents, causing a loss of the amount asked. He holds that the company's employees caused the fire by their negligence.

PHILADELPHIA LETTER.

William Richardson, of the firm of Richardson Brothers, is seriously ill with an attack of pneumonia. His condition is critical.

The plans for the 1,000,000-bu. elvtr. to be built at Girard Point by the Pennsylvania R. R. Co. are being prepared by James Stewart & Co.

Pres. Samuel McKnight of the Commercial Exchange says in his annual report that the volume of business for export has been larger in both wheat and corn, this year and that the domestic trade also shows a gain. He also mentions the promised erection by the Penna. R. R. Co. of a thoroly modern 1,000,000-bu. elvtr. for export grain at Girard Point, where superior facilities for cleaning, storing and drying grain, thoroly and economically, at a minimum rate of insurance thru the utilization of a fireproof structure, will be afforded the Exchange.

At the annual meeting of the Commercial Exchange, Jan. 30, the following officers were elected: Antonio Sans, pres.; Louis G. Graff, vice-pres.; Jos. W. Beatty, treas.; C. Herbert Bell, Geo. M. Richardson, Samuel McKnight, John J. Buckley, Emanuel H. Price and Barnabas Devitt, directors. Owing to the withdrawal of Wm. M. Richardson and Sydney M. Street from the presidential race there was no opposition to Mr. Sans' election and there was a marked absence of factional fighting in the annual choice of officials. Pres. Sans has appointed the following com'ite chairmen: membership, Barnabas Devitt; seeds, Chas. J. Koch; complaint, A. B. Clemmer, and arbitration, Geo. M. Warner.

Harvey C. Miller has retired from L. F. Miller & Sons and will devote his attention to the Keystone Elvtr. & Warehouse Co. and the Southern Steamship Co. The business of the firm will be continued by the brothers, John E., Morris F. and Roy L. Miller. H. C. Miller has been recognized by all his associates as an expert in freight matters, and as he owns the Southern Steamship Co. he will apply himself assiduously to that business. Mr. Miller believes that the coastwise trade from this port offers many opportunities, and he intends to place at the disposal of the business interests all modern port facilities. To do this, he said, required more time than he could give and still remain a member of the firm that was founded by his late father, L. F. Miller.—L.

William J. Duffy, former chief grain inspector, who was made the "scapegoat" for the Liverpool grain embargo, has bid his many friends on 'Change "good-bye," his contract ceasing Feb. 7. He had been connected with the grain inspection department of this city for many years.

According to reports and figures compiled by the Commercial Exchange the grain trade in this city showed a falling off during January compared to last December, or to January, 1911. Exports of flour and corn were in reduced quantities but there was an increase in the shipments of wheat, in which there was also a gain in receipts. Receipts of the other commodities, however, reflected a falling off. Exports of wheat totaled 1,369,435 bus., which compares with 204,124 bus. in the corresponding month last year. As compared with the December output there is a decline of nearly 700,000 bushels. Corn also showed a decrease in exports, while not a bushel of oats was shipped from this side abroad during the month. In fact, no oats have been shipped from Philadelphia for several months.—L.

PITTSBURG LETTER.

D. V. Heck is about to start on a trip around the world.

It is noticed on the Exchange that much more pains are being taken by shippers in sorting ear corn than last fall. Pittsburgh firms had much trouble with hot corn all the fall but the past few weeks have been greatly relieved in this respect.

Pittsburgh markets have shown a gradual improvement the past month. Reports of the grain and flour exchange indicate larger shipments and better receipts. Better not only as to quantity but especially as to quality of grain. There is still a shortage of hay. Mixed hay is getting pretty well fed out and is hard to buy. Clover hay has been short all the year.

The Pittsburgh Grain & Flour Exchange, because of the constant trouble which its members have in shipping matters of various kinds is thinking considerably of employing an experienced traffic manager. This matter will likely be settled within the next few weeks. Other lines of business having heavy shipments have found this method of dealing with the railroads in the Pittsburgh district by far the most satisfactory and best for years and the members of the Exchange believe that they would save hundreds of dollars a month by so doing.—L.

SOUTH DAKOTA.

Grant Siding, S. D.—Timothy Mangan has bot the elvtr. of the Sleepy Eye Mfg. Co.—John Mangan, Elkton, S. D.

Montrose, S. D.—A. C. Cross, whose elvtr. recently burned, has rented the elvtr. of Hubbard & Palmer, which has been closed, for the remainder of the season.

Hundreds of homesteaders in western South Dakota left destitute by crop failure last fall, are taking advantage of the old state law and borrowing enough money from the county to buy their seed.—E.

Brookings, S. D.—Iver Dybdahl is now agt. for Bingham Bros. F. M. Kramer, former agt. of G. W. Van Dusen & Co., is now traveling auditor for the company and I have succeeded him as agt.—B. Jacobson.

Monroe, S. D.—The elvtr. of T. J. Ryan was burned Feb. 3 with a loss of \$7,000, fully covered by insurance. The fire which started in the depot destroyed besides the elvtr., the depot, a crib of ear corn, a box car and a car of coal and for a time threatened the town.

Canastota, S. D.—The 45,000-bu. elvtr. of the Canastota Grain Co., containing 30,000 bus. of grain, burned to the ground at 2 p. m., Feb. 5, causing a loss of \$26,000, partially covered by insurance. The adjoining elvtrs. of the McCook County Grain Co. and J. P. Schaller were threatened for a time but were saved by hard work. Much of the grain burned was of extra quality and was held for seed.

Irene, S. D.—H. C. Christenson, of Viborg, has bot the elvtr. of Gunderson Bros. & Co. and has leased it to Gunderson & Andreason for a year.

Naples, S. D.—Some unknown person recently entered the elvtr. of the Farmers Elvtr. Co. and turned on the water in an attempt to blow up the boiler. Fortunately there was a stop cock on the engine and the water ran upon the floor, reaching a depth of two feet before discovery was made.

Aberdeen, S. D.—The first official meeting of the Farmers Union Grain Co. composed of the creditors of the bankrupt South Dakota Farmers Elvtr. Co. was held Jan. 27, and plans were made for the taking over of the property of the defunct company at Nahon, Stratford, Randolph, Brentford and Verdon.

Geddes, S. D.—The elvtr. of the Farmers Co-operative Elvtr. Co., containing 5,000 bus. of grain, burned at 10:30 p. m., Jan. 29, causing a loss of \$10,000, practically covered by insurance. It is thought that the fire was of incendiary origin. Owing to the extreme cold the fire plugs were frozen and as it was some time before water could be had, five elvtrs. on the north side of the track, were seriously threatened, but escaped destruction.

Verdon, S. D.—The South Dakota Elvtr. Co. of which W. R. Roby was former mgr., and is charged with a shortage of \$42,000, has filed a voluntary petition in bankruptcy, scheduling its liabilities at \$128,541; assets, \$180,086. At a meeting of the creditors, Jan. 20, in the offices of C. H. Harris, referee in bankruptcy, N. E. Nelson, C. O. Newcomb and F. D. Crandall were appointed trustees to handle the affairs of the defunct company.

SOUTHEAST.

Greenville, Miss.—The new company which is being organized to establish an elvtr. and mill at this point, will be known as the Greenville Mill & Elvtr. Co. and will build a 15,000-bu. elvtr.

Birmingham, Ala.—The Western Grain Co., incorporated to do a general grain and feed business; capital stock, \$50,000, fully paid in; incorporators and officers, E. Wilkinson, pres. and treas.; Howard Douglass, vice-pres.; E. C. Morgan, sec'y.

TENNESSEE.

Culleoka, Tenn.—The Culleoka Produce Co. will erect a large grain and flour mill, equipping it with a corn and cob crusher. The company will also build a large storage warehouse.

Shelbyville, Tenn.—Cunningham-Evans Grain Co., incorporated; capital stock, \$10,000; incorporators, N. P., W. G. and G. P. Evans, J. H. and T. G. Cunningham and J. D. Hutton.

Memphis, Tenn.—Nat. S. Graves has been re-elected sec'y of the Merchants' Exchange, and no doubt always will be so long as he will accept. He has served the Exchange long and well.

Memphis, Tenn.—The recently organized Superior Feed Co., manufacturers of chicken and stock food, is erecting a plant and will be ready for business in a few weeks. E. L. Luibee is mgr.

Nashville, Tenn.—J. A. & O. J. Jones Mill & Elvtr. Co., Davidson county, incorporated; capital stock, \$50,000; incorporators, John A. Jones, O. L. Jones, R. H. Jones, John T. Allen and J. O. Walker.

Memphis, Tenn.—An explosion that blew out the bottom of two three story bins, containing 15 carloads of feed, started a fire at 2:30 a. m., Jan. 18, in the seven story concrete building of Plant No. 2, of the International Sugar Feed Co., and caused a loss of \$10,000. The city fire dept. could not reach the plant as it is two miles outside of the city limits and the night force of nine men fought the flames for eight hours before getting the fire under control.

The GRAIN DEALERS JOURNAL.

Nashville, Tenn.—Henry McClelland, a grain dealer, represents the grain interests of Nashville on the recently elected board of directors of the Nashville Traffic Buro.

TEXAS.

Dallas, Tex.—The Lawther Grain Co. has filed a certificate of dissolution.

Fort Worth, Tex.—S. W. Godbold of Comanche, has bot an interest in the Texas Grain Co.

Waco, Tex.—The Waco Mill & Elvtr. Co. has filed proof of the final payment of capital stock.

Fort Worth, Tex.—Julian A. Ivy has been admitted to membership in the Grain & Cotton Exchange.

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co. has recently been enrolled in the Texas Grain Dealers Ass'n.

Houston, Tex.—The Houston Grain Co. suffered a slight loss Jan. 30 when fire started in the hay cutting room but was quickly extinguished.

Bay City, Tex.—Wilson & Dickey, who recently purchased the interest of Z. Payne in the Bay City Grain Co., opened for business Jan. 22, operating under the same firm name.

Fort Worth, Tex.—An unsuccessful attempt was recently made by burglars to dynamite the safe in the offices of the Marshall-Scott Grain Co. The safe contained only the books and papers of the firm.

Galveston, Tex.—Exports since Sept. 1 included 56,000 bus. of wheat, 10,000 bus. of corn and 25,713 bus. of kafir corn; compared with no exports for the corresponding period last year.—John H. Upschulte, chief inspector, Galveston Board of Trade.

Ft. Worth, Tex.—The Crouch-Mabry Grain Co. has succeeded the A. B. Crouch Grain Co. at Fort Worth, I. A. Mabry, who has been the mgr. of the business, now being a partner; but at Temple the name is A. B. Crouch Grain Co. There is no change in the management at either place.—A. B. Crouch, Temple, Tex.

Comanche, Tex.—T. H. Tugge has been given judgment for \$101 against the Brown Grain Co., by the Court of Civil Appeals of Texas, for shortage and difference in value of car load of red rust-proof seed oats. On contract the Brown Grain Co. was to deliver the seed free from Johnson grass seed, at 60 cents per bu. Plaintiff alleged the oats contained Johnson grass seed, and tendered them back to shipper, and the latter refusing to take them sold the car in the open market at 50 cents per bu. The car was short 49 bus. Plaintiff alleged the oats were worth at the time of delivery 75 cents per bu, but the court found the correct allowance for value to be 60 cents.

Fort Worth, Tex.—The Tex. Pac. R. R. Co. has announced that the transit limit on whole grain, which has been 72 hours, has been eliminated, and the transit period will be unlimited after the tariff becomes effective Mar. 1, concurrence having been secured from the southwestern tariff com'ite and the Interstate Commerce Commission. The circular will be No. 154 and will provide for the absorption of switching charges between mills and elvtrs. in the same city and also will grant transit privileges on whole grain originating at Cairo, East St. Louis, St. Louis and Kansas City, when destined to N. M., Ariz. and Cal. points reached by the So. Pac. system. City grain men have been fighting for these privileges for some time and believe that the advantages will be of great benefit to this city and other grain markets.

WASHINGTON.

Seattle, Wash.—Albers Bros. Milling Co. will erect an elvtr. and warehouse of frame construction, to be 120x435 feet, and cost \$50,000.

Walla Walla, Wash.—The state board of control has apportioned 2,000,000 grain bags among the various counties of the state, using the estimates of the state grain inspector for the 1912 wheat crop, in figuring the number of bags required. After April 1, there will be no reservation of bags and they will be sold to anyone who has the money. The price of the bags has been fixed at 7c, but it is subject to change.

WISCONSIN.

Fall Creek, Wis.—Wm. Niebuhr & Son expect to erect a large elvtr. this season.

Merrill, Wis.—The Merrill Grain Co. will build a brick elvtr. covering it with steel.

La Farge, Wis.—The La Farge Mfg. Co. recently bot the grain, feed and flour business of Potts & McVey.

Superior, Wis.—J. E. Kieran of the Wisconsin grain & warehouse commission, states that the American Equity Society of N. D. will erect a large terminal elvtr. within the next 12 months and in the meantime will establish a receiving company.

MILWAUKEE LETTER.

Trophies for the best barley, oats and corn will be offered by the Chamber of Commerce at the contest conducted by the La Crosse School of Agriculture, Feb. 12 to 17.

H. M. Stratton represented the Chamber of Commerce at the hearing before the Board of Food Inspection at Washington, Jan. 31.—H. A. Plumb, sec'y Chamber of Commerce.

At the tenth annual convention of the Wisconsin State Millers Ass'n held at Hotel Pfister Jan. 23, Wausau was selected for the mid-summer meeting of the Ass'n, to be held in July.

The directors of the Chamber of Commerce have adopted resolutions endorsing the objects of the National Soil Fertility League, which is endeavoring to bring about the co-operation of the federal and state governments in the matter of encouraging better grain yields.

Attorney Adolph Buebschmann was awarded a judgment for \$350 by the jury in Judge Turner's court, against Chas. F. Wigand, in his suit for \$10,000 for legal services in connection with the reorganization of the Milwaukee Grains & Feed Co. He immediately made a motion for a new trial.

The following were admitted to membership in the Chamber of Commerce during January: R. E. L. Senderling, John Prather, E. D. Morton, Chas. E. Laib and Louis Burgmaster. Transferred memberships were: C. C. Rogers, Earnest Reel, Oliver Clyde Fuller and F. T. Van Strum.—H. A. Plumb, Sec'y.

The Publicity Com'ite of the Chamber of Commerce will issue a monthly publication of 32 pages, devoted to the interests of the general membership of the Chamber, entitled "Doings in Grain in Milwaukee." The first copy will be ready at an early date.—H. A. Plumb, sec'y Chamber of Commerce.

Final arguments in the charges brot by the Chamber of Commerce against the railroads relative to obtaining a lower rate for shipping grain from northwest points to this market will be heard Feb. 14 by the Interstate Commerce Commission at Washington. Geo. Schroeder, traffic mgr., and Attorney Mack will represent the Chamber at the meeting.

Receipts of grain at Milwaukee during January included 344,400 bus. of wheat, 564,170 of corn, 599,600 of oats, 954,200 of barley and 311,680 bus. of rye; compared with 424,880 bus. of wheat, 838,460 of corn, 1,055,600 of oats, 1,276,600 of barley and 104,060 bus. of rye received in January, 1911. Shipments for the month included 76,442 bus. of wheat, 430,625 of corn, 613,150 of oats, 289,675 of barley and 239,990 bus. of rye; compared with 371,946 bus. of wheat, 878,702 of corn, 1,501,665 of oats, 661,336 of barley and 133,380 bus. of rye shipped in January, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The complaints of the Wisconsin State Millers Ass'n against the C. M. & St. P. and C. & N. W. R. R. were recently heard by James Harlan of the Interstate Commerce Commission. It is alleged that the roads are charging excessive rates on grain in carload lots from Council Bluffs and Omaha and other southwestern points to Portage, Oshkosh, Neenah and other Wisconsin points.

The directors of the Chamber of Commerce adopted the following resolution in regard to the attitude of the board in the matter of purified oats. Whereas, It has been intimated by the Board of Food Inspection that the so-called sulphurization of oats is a violation of the Pure Food Law, therefore be it Resolved, That the Board of Food Inspection be earnestly requested to defer further action relative to this branch of the grain business pending presentation by this Chamber of evidence in support of the claim that the process is not injurious as an animal or human food, and is in no sense an adulteration or deception when the produce is properly branded. Dr. Wiley replied to the foregoing as follows: Inasmuch as a case involving sulphured oats is now in the courts, the Buro of Food Inspection can take no action.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING.

Cheyenne, Wyo.—The Frontier Elvtr. & Mfg. Co. has completed a 70,000-bu. elvtr. and warehouse.

Burns, Wyo.—The elvtr. of the Overland Cereals Co. of Laramie has been completed. W. H. Cramer had the contract.

Pine Bluffs, Wyo.—Elvtr. No. 1 of the Frontier Mfg. & Elvtr. Co. recently burned with a loss of \$18,000 on the building and contents, insurance \$8,000. Practically all of the grain in the elvtr. was ruined by fire and water, altho some of the seed grain was saved. A larger elvtr. will be rebuilt at once on a more improved scale. A large amount of the damaged grain was sent to the new Cheyenne elvtr. of the company to be dried.

Number of Seeds Per Ounce.

For use in computing the results of tests the seed laboratory of the Dominion of Canada has averaged the largest and smallest seeds of each kind, giving the approximate number of seed of each in an ounce, as follows:

Timothy	82,200
Alsike	42,500
Red clover	18,400
Alfalfa	14,500
Redtop	486,000
Orchard grass	37,000
Perennial rye	19,000
Italian rye	20,000
Sweet vernal	60,000
Creeping bent	609,000
Flax	7,000
Kentucky bluegrass	193,000
Rough stalked meadow fescue	265,000
Tall fescue	26,000
Hard fescue	58,000
Sheep fescue	49,000
Red fescue	52,000
Tall meadow oat	13,000
Meadow foxtail	63,000
Wood meadow grass	184,000
Crested dogtail	75,000

It has been demonstrated that heat is the most practical, efficient, convenient and least expensive method of killing mill insects.—Prof. George A. Dean, Manhattan, Kan.

France will not reduce import duty. French Minister of Commerce has so decided. Grain prices there are very high. Their import duty on wheat is 36½ cents bushel; about two dollars barrel on flour and 14¾ cents on corn and rye. They are estimated to have trifle larger wheat and oat crops than last year, when they were very short. They raise only twenty millions of corn. They allow a refund on flour exported, made from foreign wheat. They prefer red winter, the kind they raise.—C. A. King & Co.

DON'TS FOR COUNTRY ELEVATOR Men.

BY JOHN HOLLIDAY, GREENTOWN, IND.

The subject of handling grain from a common or (horse) sense standpoint is like your business, just what you or I make of it.

A grain dealer can either make himself useful or detrimental to the community in which he is living and trying to operate an elevator.

It is our duty to have our elevators open for business every working day in the year; to be kind and always in a pleasing good humor to our trade; to be generous; to be accommodating; to spare no effort or time to wait on the trade during the rush of thrashing season; to be firm with all your prices and grading; to be uniform with your prices and grading. Let "like price to like grain" be your everyday motto. Educate your farmer customer to understand that his ten-year-old boy, with a load of off-grade grain, will receive just as much per bushel as he himself, always giving as much as you possibly can and no more.

If a farmer comes from beyond your territory, with good or bad stuff, treat him the same as a regular customer.

IN THRASHING SEASON, don't furnish an extra team to get grain from your brother elevator-man's territory. Get what is in your geographical territory and let your neighbor elevator-man have the balance.

Buy grain on its merits, don't buy mixed corn at yellow corn prices. Don't buy mixed oats at standard oat prices. Don't pay full price for 56-lb. wheat. If you do, you are paying your farmer a premium right out of your own pocket for raising poor quality grain.

Keep in mind always your poor, careless farmers. You all have them. Many of them are well-to-do. Abuse them in a nice way, clean their seed wheat for them free of charge, furnish and reclean their seed oats for them. By so doing you raise the grade and quantity of their grain and increase your own receipts.

SEED CORN is neglected and abused more than any other seed. You can easily help your farmers and yourself to a 25% improvement in quality in one season. Do as I have done, select from good farmers when they haul corn in the fall, 50 or 100 bus. of good yellow corn, and then sell it to those who raise mixed or poor corn. You will be surprised at the result.

We are all too careless. We pay top prices for *any old grain* and ship it. If it don't grade we cuss the market, and kick and say we will never send the fellows any more grain. Be sure you are right before you accuse a market or an inspector of doing wrong. Think all men honest until you prove them otherwise.

When we have the grain bot of the farmer, the greatest care should be used in conditioning it for market. Order good tight cars. Give your Railroad Agent to understand that you will not load *any old* car that he may send you. Select good cars, and be careful in coopering them for grain. A poor hand can easily lose a week's wages in one car by poorly coopering it. When I get returns, inspection and weight slips, if the car shows leakage in any place, I show the man who did the coopering the weak place in his work and I find it does much good.

Be careful in weighing grain into cars, and if shrinkage is heavy, investigate whose fault it is and govern yourself accordingly. Nothing will straighten up a man or a market quicker than to let him or it alone. They will step to a look-

ing-glass and take a look at the man who is wrong. A man or a market does not always have to admit guilt, to be wrong.

Don't marry any market or firm. Don't ever try to plug a car of grain. Be square. Be honest. Don't ship to a firm just because it overbids the market a cent. Don't try to get something for nothing. There isn't enough of that to go round and someone will get left. Don't ship to a market that charges you interest on your drafts. Don't ship to a market or especially a firm that recognizes and buys grain from a "scoop shoveler," for a scoop shoveler is a parasite to an elevator man.

Herman R. Mueller Dead.

In the death of Herman R. Mueller, pres. of the Mueller & Young Grain Co., Chicago, the grain trade lost a man who has stood for many years in the foremost ranks of the business, one who was recognized as an expert judge of barley.

Mr. Mueller was born in Hamburg, Germany, in 1857, and came to this country at the age of fourteen. He landed on the shores of the new world without a penny in his pockets and with no prospects. He came straight to Chicago, where he entered the jewelry business. He had been engaged in this only a short time, when he was attracted by the possibilities of the malting business, and became cashier for a rising firm of brewers. With that thoriness so characteristic of the Teutonic character he applied himself without rest until he became a complete master of all the intricate malting processes. From the malting business he branched into barley as a specialized field, and for many years was barley buyer for Foss, Strong & Co.

In 1895 he went into business for himself, under the name of H. Mueller & Co. In 1901 this firm became the Mueller & Young Grain Co., and has enjoyed a most prosperous career.

Mr. Mueller had resided in Chicago for 43 years, and was a firm believer in the city's ultimate commercial supremacy. He had been a member of the Chicago Board of Trade for 30 years, and had long been chairman of the barley com'ite. Genial, full of concrete facts and shrewd prophecies, he was a figure who will be sorely missed by those who have known him. His death was unexpected, since he was in excellent health until three weeks ago, when he was seized with a severe attack of pneumonia. He is survived by his widow, Mrs. Matilda Mueller, and four children.



Herman R. Mueller, Chicago, Ill.
Deceased.

Wm. H. Colvin & Co.
104 S. La Salle Street
CHICAGO

While the wheat market here is dull, there appears to be no inherent weakness, and the general situation in our opinion is in a condition where it will respond quickly to any new stimulating influence.

Consignments of Grain and orders for future transactions solicited.

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Our service has been a profit to others, why not you? Write

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Let the Grain Dealers Journal Want Ads do your work.
They bring quick results.

FIREPROOF ELEVATORS.

The advantages of fireproof construction are so well known and appreciated that it is not surprising that grain men are adopting it so largely. Ten years ago the most enthusiastic advocate of concrete elevators would hardly have dared predict the present day popularity of fireproof grain warehouses. It is only a matter of a few years back that this form of construction was confined to only the largest terminal and transfer houses; time has wrought many changes—now we find little country elevators, built of concrete, reinforced concrete, steel and tile and some made wholly of steel. These small houses are to be seen scattered all over the country.

Although the expense of building a fireproof elevator is necessarily greater than the old-fashioned house of wood construction, the extra cost is soon repaid by saving insurance premiums. It is a matter of record that the owner of a fireproof elevator at the end of eight or ten years, has an elevator which has not deteriorated in value to any appreciable extent, and upon which he has expended little or nothing for repairs.

While the general trend is toward improvement of the buildings, it will be noticed that the machinery equipment is more up-to-date and of a better class than was used in the old-time elevators. If one takes the trouble to go over a thoroly modern fireproof house, the first thing that catches his eye is the improved transmission. The next thing is the better means for handling the grain, steel elevator and conveyor casings, generally connected to an exhaust system which removes the dust.

In such plants one generally finds a steel separator and very often an oat clipper. While elevators of this kind might otherwise have the best equipment that money can buy, it is desirable that the cleaners be of fireproof construction. Unless this is so the fire risk will not be eliminated, and as this is the object sought, it is of vital importance that steel or at least steel-covered grain cleaners be installed.

Commonly understood, a fireproof elevator is one in whose construction no combustible materials are used. Experience, however, has shown that this expensive form of construction does not insure actual immunity from fire if wooden machines are used. Elevator fires fre-

quently have their inception in fast-running fans and heated bearings. The insurance companies know this and charge accordingly for the extra risk. Under such circumstances it cannot be considered good business policy to go to the expense of building a fireproof house and then equipping it with cleaners of ordinary wood construction. This fact was demonstrated quite recently, when an elevator of brick and concrete construction was partially destroyed, and the chief loss consisted of "damage to machinery, shafting and belting."

The S. Howes Company of Silver Creek, N. Y., says: "No structure employing ordinary machinery made of wood ever was or ever can be fireproof. Replacing combustible materials with steel is not a luxury, but a necessity for the absolute elimination of the fire hazard. It's simply a sound business proposition. It saves insurance, repairs are avoided and no depreciation takes place. It is the modern method of attaining economy."

The increasing number of fireproof buildings which are being erected for elevator and mill purposes has brot about a demand for non-combustible equipment, to meet which the Howes Co. has devoted a new portion of its works to the exclusive production of this class of machinery. Perfectly appointed in every way with the latest and most improved labor and time saving tools, such as electric and pneumatic drills, automatic riveters and powerful metal saws and shears. The company is now building a complete line of grain cleaners which will afford the elevator and mill owner every protection against fire. These are made in two styles, namely, all-steel construction, and wood covered and lined throughout with sheet steel. Such machines are built in all sizes and capacities. Economies in production, made possible by special and unique facilities now enable even the smallest country receiving houses to buy fireproof separators and other machines at a reasonable price, in fact, at only a slight advance over what an ordinary wooden cleaner would cost.

The illustrations herewith show what the Howes Co. is accomplishing in this comparatively new field. It has aimed, first of all, to reduce the risk of fire, the next thing was to build cleaners which would handle grain economically, that is,

clean it thoroly without waste and which would do their work automatically.

Reference to the illustrations will convince the reader that the construction of these machines has been carried out in a masterly manner. The Eureka All-Steel Elevator Separator, Twin Shoe Type, with Automatic Sieve Cleaner, has self-oiling bearings and eccentrics of the most advanced type. The journals are extra long and the shafts are almost twice as large in diameter as those in ordinary machines. All boxes are entirely isolated from the suction ducts or air trunks, thus it is impossible for fire to communicate with the fan and wind spouts. That such cleaners will "stay put" is vouched for by their weight, which runs from three to almost five tons each, depending on the size. Great rigidity and freedom from noise is attained by using heavy steel plate. The frames are built up from large steel angles, of thick section, accurately cut and fitted, joined together with gusset plates, and firmly braced and trussed.

The Eureka Compound Steel Covered Elevator Separator's mechanical equipment insures a means for doing the greatest amount of work quickly, easily and cheaply, and with protection against fire.

NOT A POPULAR SCALE.

"We handle every sort of high grade scale on the market!" bawled the desperate young salesman from the city to the country elevator man.

"Do you handle the San Jose scale?" solemnly inquired the elevator man.

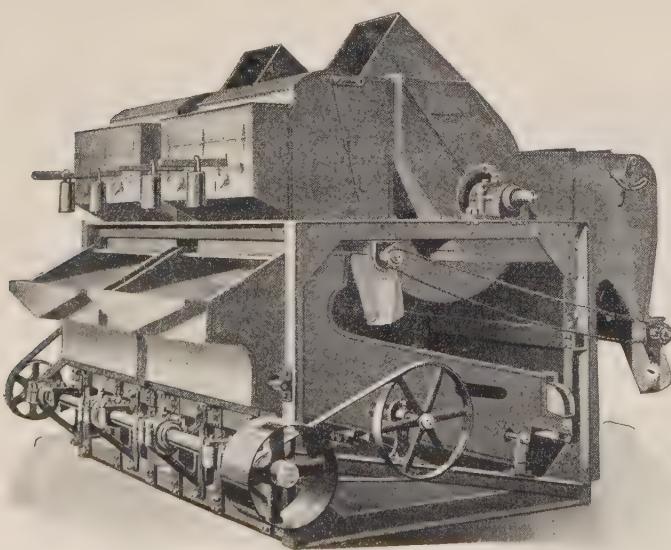
"No, indeed!" was the prompt reply, "that's an inferior brand. Why, only yesterday a man told me that all the farmers out his way who had 'em were trying their best to get rid of 'em."

CALENDARS RECEIVED.

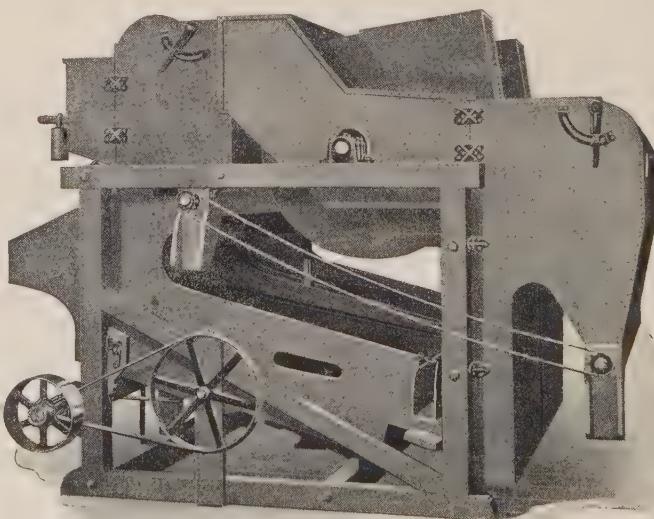
Among calendars lately received is a wall calendar from The Gale Bros. Co., Cincinnati, O., decorated with a water color of a beautiful landscape by Lamasure.

A very striking calendar comes from Wm. A. Huey, Philadelphia, Pa.

The largest calendar of the year comes from the B. Strong Grain & Coal Co., Conway Springs, Kas. It is decorated with a beautiful lithographed reproduction of "The Springtime of Life."



Eureka All-Steel Elevator Separator.



Eureka Steel-Covered Elevator Separator.

Supply Trade

Remember to do your grumbling in a whisper. Save your megaphone for praises—it was invented to advertise good things, anyhow.

Moline, Ill.—C. H. Adams, formerly adv. manager for the Marseilles Co., and recently with Deere & Co., has resigned, to accept a new position with a Davenport, Ia., implement firm.

Lincoln, Neb.—The R. M. Van Ness Const. Co. has been formed by R. M. Van Ness, elevator builder of Fairbury, Neb., and W. C. Bailey, of Lincoln. Both are men of wide experience in elevator construction and equipment.

Coldwater, O.—Travelers representing the New Idea Spreader Co. held a meeting at the general offices of the company, located here, for the purpose of conferring with the management on the trade outlook for 1912, and familiarizing themselves with the New Idea line of tillage tools.

Coldwater, O.—The New Idea Spreader Co. has shipped a solid train load of manure spreaders eastward into New York State. This is somewhat of an innovation, as heretofore most of the solid train loads of farming implements from the middle states have been westward bound.

Minneapolis, Minn.—Joseph L. Willford, a machinery man of twenty-eight years' experience, has patented a percentage measuring and blending machine which assures accuracy of proportion in mixing two or more streams of wheat. The new device can be used by both mills and elevators.

Moline, Ill.—The Barnard & Leas Mfg. Company's plant for the construction of grain elevator and flour milling machinery was damaged by fire recently. The fire was caused by gas accumulating in a fire box in the engine room, blowing open a door and setting fire to shavings. The total of insurance carried was \$232,500. The Barnard & Leas Mfg. Co. announces that the plant will be rebuilt at once and arrangements are now pending for rental of temporary quarters.

Cedar Rapids, Ia.—Orr-Newell Co. is having a new store and office building erected 40x120 ft., three stories high, with a 20x40 ft. loading platform and trackage, at 608-10 So. First St. The building will be strictly modern, brick and steel construction thruout and equipped with an electric elevator, to be completed April 1. They will make a specialty of grain elevator supplies, cleaners, shellers, gasoline engines and feed grinders, and report having done a splendid business during the past year.

Pittsburg, Pa.—Owing to the rapidly increasing demand in Pittsburg and vicinity for the asbestos, magnesia and other products of the H. W. Johns-Manville Co. the Pittsburg branch of that corporation has moved from its old location in Liberty Av. into the eight story stone, reinforced concrete and steel building at the northeast corner of Wood St. and First Av., which has been leased by them for a number of years. The company's new home measures 31x96 ft., totals in gross floor space 23,808 sq. ft., and is one of the most substantial and imposing structures in the downtown section of Pittsburg.

Minneapolis, Minn.—George T. Honstain, elevator builder, has been acquitted on the charge of misrepresentation as to property he owned, alleged to have been made to the Illinois Surety Co. Honstain took out a bond in the interest of the Northwestern Consolidated Milling Co., for the erection of whose elevator he had a contract. The milling company proceeded against the bonding company for the recovery of money overpaid Honstain, and this induced the bonding company to bring charges, alleging that Honstain, in securing his bond, represented his assets greater than they were.

Advertising is true pioneering. It is the great creator of new business, the great expander of old. The typical trust waits for someone else to create a new demand, to open a new market, and then it comes along with "something just as good." Advertising is today the mainstay of independent business; it is the bulwark of little business against big business; it is the one open path straight to the consumer; it is the small man's chance to win on the sheer merit of his goods and the brains that he puts into pushing them, against the brute strength of the most powerful trust.—Saturday Evening Post.

Maroa, Ill.—The Maroa Motor Plow, made by the Maroa Mfg. Co., of Maroa, Ill., is described in a recent pamphlet issued by that company. The superior points claimed are that the rear wheel and one front wheel run in the furrow, so that nothing runs on the land except the other front wheel, preventing packing, that the 4 cylinder, 30 h-p. motor easily pulls the three 16-inch bottoms, plowing 6 to 8 inches deep, with some reserve power, that the expense for gasoline is very light, and that the machine, unlike a pair of horses, is tireless. Since the machine makes no expense when not in use, the saving in horse feed is urged. There is also a pulley attachment, so that the motor can be made to do the work of a stationary engine.

Minneapolis, Minn.—James McDaniel, formerly supt. of Washburn A mill, has evolved a grain separator which is attracting much attention from millers and elevator men. The new machine has a large capacity, occupies small space, and does high quality work. Altho designed primarily to separate oats from wheat, it performs well the function of removing seeds, fine straws, and coarse refuse, having scalping and sand sieves. The oats sieve, a note-worthy feature, is only 20x36 in., the meshes being made of slanting, flat steel pockets with the parts composing them taking a reciprocating motion. The fan is 14 in. in diameter. The machine occupies a floor space of 4x6 ft., with height 7 ft., weighs 800 lbs., and can clean 100 bu. per hour. Only 3 h-p. are required to operate it. By widening the sieves 23 in. the machine's capacity can be doubled. Mr. McDaniel states that he has not yet brot his new separator to the highest state of perfection and that until he has done so it will not be placed on the market. No plans have yet been made for its manufacture on a commercial scale.

In each and every one of our market letters for fully 90 days we have advised consignments of both corn and oats. We do not pretend to know what the market is going to do. It is needless to state if we did we would get rich quick and discontinue the business. However, so long as the buying in the East is equal to or in excess of arrivals we feel justified in urging consignments.—Alder-Stofer Grain Co.

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For Stock and Grain Houses
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They range in price from 50 cents to \$1.50 per car.

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R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER, Asst. Mgr. Bond Dept.

Supreme Court Decisions

Dangerous Premises.—Where the operators of a cotton seed oil mill permit a boy 12 or 13 years of age to be in or about a seedhouse where a conveyor is in operation without warning or protest, they are negligent.—Valley Mills Cotton Oil Co. v. Brown. Court of Civil Appeals of Texas. 141 S. W. 1001.

Lack of Ownership Does not Invalidate Future Contract.—That one, when contracting to deliver cotton at a future date, neither owns the cotton nor has lands in cultivation from which cotton for such delivery might be gathered, does not invalidate it.—Marengo Abstract Co. v. C. V. Hooper & Co. Supreme Court of Alabama. 56 South. 580.

Shipper Entitled to Attorney's Fees.—The provision of Interstate Commerce Act Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), for the allowance of an attorney's fee to a petitioner, if he shall prevail in an action to enforce an award of the Interstate Commerce Commission, is not unconstitutional as class legislation.—Chicago, B. & Q. R. Co. v. Feintuch. U. S. Circuit Court of Appeals. 191 Fed. 482.

False Weights.—Under Burns' Ann. St. 1908, § 2606, providing that any person owning or having charge of scales for the purpose of weighing or measuring property who knowingly reports any false weight or measure, whereby any person may be defrauded or injured, shall on conviction be fined, the false report of a weight which may result in an injury is a completed offense, even tho the injury does not occur.—Lipschitz v. State. Supreme Court of Indiana. 96 N. E. 945.

Time for Inspection.—Defendant purchased a car load of lumber of plaintiff. The car reached defendant's yard Feb. 11, and defendant unloaded the car about a week later, but did not inspect the lumber until Mar. 7, when the grade was found to be different from that ordered, but no reasonable effort was made to notify the seller that the lumber had been refused, and to request him to remove it for nearly six weeks after the inspection. Held that, as a matter of law, the inspection and refusal had not been made within a reasonable time.—Stone v. Frohlich. Supreme Court of Michigan. 133 N. W. 951.

Recovery of Excessive Rate.—A shipper who is charged by a railroad company on an interstate shipment a rate in excess of that established by the company and filed with the Interstate Commerce Commission, is injured by such unlawful rate within the meaning of the Interstate Commerce Act Feb. 4, 1887, c. 104, § 13, 24 Stat. 383 (U. S. Comp. St. 1901, p. 3164), without regard to the question of its reasonableness, and under section 16 the Interstate Commerce Commission has power to make an award of damages therefor which may be enforced by action in a Circuit Court.—Chicago, B. & Q. R. Co. v. Feintuch. U. S. Circuit Court of Appeals. 191 Fed. 482.

Elevation Charges.—A carrier cannot enforce a rule making its allowance for elevator service on thru grain in carloads at terminal points conditional upon the return of the empty car to the carrier within 48 hours after delivery to the elevator, so as to defeat the right to compensation for elevator service rendered at elevators located on the lines of other railroads, where the return of the cars to the carrier was made impossible by the rules of a railway association of which the carrier was a member, and over which the elevator owners had no control, no such impossibility existing if the elevator was one of those located along the carrier's tracks.—

Union Pac. R. R. Co. v. Updike Grain Co. 32 Sup. Ct. Rep. 39.

Mutuality of Future Contract.—Where defendant agreed to sell plaintiff a certain amount of cotton to be paid for at a stipulated price, and plaintiffs accepted a memorandum, which was signed only by defendant, the contract was not incomplete or lacking in mutuality because the memorandum was not signed by plaintiff, for the price to be paid by the plaintiff was the consideration supporting defendant's promise.—Gann v. W. R. Long & Sons. Appellate Court of Alabama. 56 South. 606.

Prosecution of Bucket-Shop.—Where a suit was instituted against the municipal authorities of a city to restrain the enforcement of a criminal ordinance prohibiting bucket shops, an allegation that complainant had invested large sums of money in renting and fitting up offices in such city and elsewhere, and that the defendant mayor had stated and threatened that he would destroy complainant's business, and that the chief of police had threatened to enforce the ordinance by making a raid on plaintiff's place of business and arresting plaintiff's patrons and tearing down the office appurtenances, etc., not within the contemplation of the ordinance, was insufficient to justify equitable relief on the theory that an injunction was necessary to restrain a threatened invasion of property rights.—Moss & Co. v. McCarthy. U. S. Circuit Court, Northern District of California. 191 Fed. 202.

Hearing on Milling in Transit.

Unless all indications are wrong, uniform transit rules will be established by the Interstate Commerce Commission.

This, at least, was the inference gathered by the two hundred grain and mill men who attended the recent investigation of substitution of tonnage by the Commission in Washington, D. C. There seemed a disposition on the part of the members of the commission to take the present southeastern rules as a model for the new code. On account of the "color scheme" which is one of the main features of this set of rules, the millers present entered strenuous protests, and it is possible that in case the commission decides to establish uniform rules, those of the Central Freight Ass'n will be selected, since these appear to be much more favorable to the mill men.

The representatives of the milling interests present at the investigation suggested, in brief, that the following points be given attention in case a new uniform code was drawn up.

1. In addition to the daily cancellation of expense bills in excess of actual grain and grain products on hand, there shall be canceled one per cent of the weight of each and every grain expense bill, thus securing an average cancellation of billing.

2. That the life of expense bills used in the milling-in-transit of grain be twelve months.

3. That there be no division of the products in milling-in-transit.

A. Brandeis of Louisville testified that, in his opinion, expense bills should be canceled at the end of a year; and grain held 18 months in Chicago elevators should go forward at local rates.

C. M. Bullitt of Henderson, Ky., stated that the Commission's opinion No. 1247 did not prohibit blending of grains.

G. H. Lewis, of Lawrenceburg, Ind., recommended that the records of transit be kept by the elevator man.

A record price of \$40 per ton for barley was paid recently at Portland, Ore., by Eastern buyers.

Books Received

SOUTH DAKOTA AGRI. EXP. STATION has issued its annual report for the year ending June 30, 1911. It contains an interesting, tho brief, account of some experiments which have been carried on in the rotation of crops. James W. Wilson, director, Brookings, S. D.

SASKATCHEWAN AGRI. REPORT.—The Tenth Annual Report of the Agri. Dept. of the Province of Saskatchewan, Can., covering the year 1910, is a 10x6½ booklet nearly half an inch thick, which contains a fund of carefully compiled crop and development statistics. W. R. Motherwell, minister of agriculture, Regina, Sask.

THE SPRAY CALENDAR is a pamphlet containing 52 pages of well classified information on seed, soil and disinfection treatment methods, including a long paragraph on the use of bisulphide of carbon in fumigating granaries, bins, and closed compartments where grain is stored. Bulletin No. 232; 52 pages; Ohio Agri. Exp. Sta., Wooster, O.

KANSAS STATISTICS comprise the whole of the report of the Kansas State Board of Agriculture for the quarter ending December, 1911. Tables show the state's population by counties and cities; acres, yields and values of agricultural products and number and value of live stock for the year 1911.—F. D. Coburn, sec'y Kansas Board of Agriculture, Topeka, Kan.

WEATHER BURO REPORT for 1911.—Among the topics interestingly described in the annual report of the weather buro are the work of the Mount Weather research laboratory, international weather chart, effects of forests on climate and stream flow, together with the other details of administration. By Willis L. Moore, chief of the Weather Buco, U. S. Dept. of Agriculture, Washington.

BLIND STAGGERS INVESTIGATIONS is a pamphlet sent out with Bulletin 173 of the Veterinary Dept. of Kansas State Agricultural College. It contains a complete and interesting report of the progress made, against the fatal diseases of horses caused by feeding moldy corn, and is illustrated with drawings showing the proper way to prepare the brain of a dead animal for shipment and examination in the laboratory. Kansas State Agri. College, Manhattan, Kan.

THE RED BOOK of statistical information relating to grain, seeds, provisions and other speculative commodities, giving the daily high and low prices of all commodities dealt in for future delivery in the Chicago market for the past year, and statistics covering crops, imports and exports for many years back, forming a most complete and useful reference book for grain traders, has just been issued as a 13x9 pamphlet of 54 pages by Howard, Bartels & Co., Chicago.

VARIETIES OF CORN IN OHIO is the title of a circular issued by the Ohio Agricultural Experiment Station. The circular is the work of Gail T. Abbott, and contains a complete description, history and estimation of every variety of corn raised in the Buckeye state, as well as the amount produced by each county and the sections where it thrives best. The pamphlet is filled with attractive and interesting illustrations. Circular No. 117, 67 pages. Ohio Agri. Exp. Sta., Wooster, O.

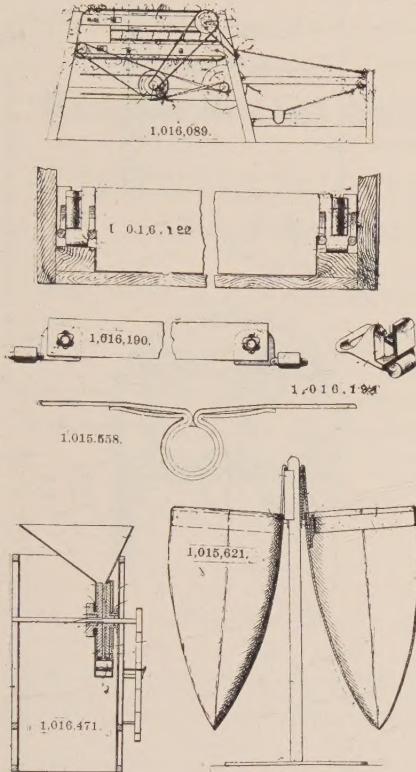
BUREO OF PLANT INDUSTRY.—The report of the chief of the Bureau of Plant Industry for 1911, by B. T. Galloway, is educational as teaching the value of the work of plant introduction, plant disease investigation, grain investigations, farm management investigations, experiment work and grain standardization. During the ensuing fiscal year the work will be extended to include study of the methods of handling and grading grain in Idaho, Montana and the Pacific Coast states. U. S. Dept. of Agriculture, Washington.

Argentina shipped 60,800,000 bus. wheat in the season of 1894, against 5,600,000 bus. in the season of 1897. As the weather of 1896 was much the same as this season, the outturn may be vastly less than expectations.

The sec'y of the London Corn Trades Ass'n has announced that policies of insurance tenderable under contracts dated on and after Mar. 1 must cover risks of strikes, riots and civil commotions, as Lloyd's standard policies will exclude them.

Patents Granted

Flight Conveyor. No. 1,016,191. (See cut.) John F. White, Bloomington, Ill. The combination with a conveyor flight, of a chain link provided with off-set separated projecting portions, lying upon opposite faces of the flight, one of the portions of the link being provided with a stud rigidly fastened, and the other with an opening adjusted to engage the stud when the parts are assembled.



Flight Conveyor. No. 1,016,190. (See cut.) John F. White, Bloomington, Ill. The combination with a conveyor flight provided with an irregular shaped opening, a carrying member provided with a stud adjusted to engage the opening and terminating in a head corresponding in shape and size to the shape and size of the opening, being out of alignment with it when the flight and carrying member are in normal position.

Conveyor Flight Attachment. No. 1,015,558. (See cut.) Geo. E. Glisar, Sawyer, N. D. A flight attachment for conveyor belts comprising a single plate of resilient metal having a tubiform central portion provided with outwardly extending wings curved upwardly intermediate their longitudinal edges and producing outer spring bearing edges, and a circular rod between the material of the conveyor confined in the tubiform portion.

Corn Sheller. No. 1,016,471. (See cut.) Charles Bozile, Manawa, Wis. The combination with a hopper whose spout forms a housing, a rotary shaft thru the latter, and a rotary disk mounted upon the shaft and inclosed within the housing; of a fixed disk also mounted within the housing, the active face opposing that of the rotary disk and having a plurality of arcuate ribs projecting from it around its periphery, the convex sides of the ribs being disposed inwardly so that the material fed between the disks is subjected to an agitated grinding action between them.

Bag Holder. No. 1,015,621. (See cut.) Louis Hanson, Cottonwood, Idaho. In a bag holder the combination with a standard, of a rectangular sleeve slidably mounted on it, a spring tongue extending thru the sleeve and having its lower end pressing against the standard, a hanger depending from the upper end of the sleeve with a bracket carrying a band, at its lower end and means to contract and expand the band and also to hold it in place.

Flight Conveyor. No. 1,016,192. (See cut.) John F. White, Bloomington, Ill. The combination with a conveyor flight, of a chain link provided with laterally separated projecting portions, lying upon opposite faces of the conveyor flight, one of the portions and the adjacent portion of the flight being provided with inter-engaging parts, and means detachably connected to the chain link, overlying the body of the flight opposite one of the projecting portions, to prevent movement of the link and flight when in normal position.

Corn Sheller. No. 1,016,089. (See cut.) Salvador Ordóñez, San Francisco, Cal. A corn sheller comprising a frame supporting a pair of upper and lower rollers; a belt passing around each pair of rollers, spaced apart and having confronting surfaces, movable in opposite directions; resiliently supported rollers arranged between the lower pair of rollers and adjusted to yieldingly support the lower belt; teeth projecting from the belt; a plurality of spaced flexible plates carried by the belts and arranged transversely, being adjusted to engage and disengage upon the confronting faces of the belts as they travel in opposite directions so that the ears of corn are turned during the shelling operation.

Annual Report of Ohio Grain Dealers Mutual.

The Ohio Grain Dealers Mutual Fire Insurance Ass'n in its annual report issued Feb. 1 by J. W. McCord, sec'y, Columbus, O., shows admitted net cash assets of \$7,371.38, and no liabilities.

Receipts during the year, including cash on hand a year ago, were \$13,349.21, and the disbursements \$11,786.58, of which \$7,718 was for losses. The amount at risk, \$877,900, is the largest in the history of the company.

Compared with the cost of stock company insurance this company saved to its stockholders last year \$16,000, the average cost having been 45 per cent of the stock basis rate.

Since the preceding annual statement the law has been amended so as to permit the company to accumulate a surplus equal to the average annual losses and expenses for the preceding three years, which will enable the company to make its assessments uniform and to accumulate a surplus.

The Canadian railways have refused to ship 20,000,000 bus. of unthrashed wheat, all tough, and 12,000,000 bus. wet and tough, which is held at Regina, Sask., Can., and which will be a total loss unless shipped at once, to Duluth and Minneapolis, except in foreign cars. This has brot on another crisis in the car situation and the minister of agriculture of the Province of Saskatchewan has wired the American government at Washington, asking its co-operation in straightening out the matter.

Crop scares are nearly due. February peeps at the growing wheat crop are occasionally deceiving. It takes spring rains to reveal the actual condition. Brown tops do not always mean dead roots. Condition generally shows a material decline during the winter and a further shrinkage by harvest. This has been an exceptional winter; January was coldest in forty years. Late-sown wheat did not secure a good start and appears to have suffered in soft winter wheat states. December condition was only 86, hardly an average. February freezing and thawing or March raw winds could do harm.—C. A. King & Co.

O'GARA COAL COMPANY

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and CLINTON DISTRICTS, INDIANA, CAMBRIDGE, OHIO,
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CHICAGO, ILLINOIS

Annual Output
7,000,000 Tons

Grain Elevator
Trade Given Our
Special Attention

MARQUETTE BUILDING,

The GRAIN DEALERS JOURNAL.

REDUCING FIRE HAZARDS.

Fortunately for grain elevator owners and operators the mutual fire insurance companies making a specialty of this class of risks, continue to investigate hazards and charge extra for the dangers known to exist in each plant. The policyholders would be much better off if all leniency was discarded and every rate levied according to an iron bound schedule. Fewer fires would then occur and the cost of insurance to owners of elevators acceptable to the mutual companies would be materially reduced.

Sec'y C. A. McCotter of the Grain Dealers National Fire Ins. Co., in a recent review of the fires of 1911 and their causes said:

"We have estimated that about sixty-five per cent of fires in elevators are due to defects in construction or repairs requiring expenditure to correct and for which the owner is alone responsible. About thirty-five per cent are due to the elevator foreman in carelessness, lack of supervision and in not reporting strongly to the owner the defects needing attention. The trouble is being met by the self-inspection system, in which we have nearly a complete co-operation by the employees. For Fire Prevention Day, on October 9th, we sent to the owners and employees a special request to give attention to the fall and winter dangers. They must have some of the credit since from then until January first there were less than \$1,000 in losses.

"At present we are conferring with the foremen on the best questions to ask on the self-inspection cards. We shall try to adjust this work according to the practical experience of the man on the job. We have found a ready response on the part of elevator owners and foremen in the effort to reduce the fire hazards.

"As a limited illustration it is known that several years ago hot boxes, friction in the elevator heads and wood pulleys were a common source of fires. Today such fires are rare as the hazards have been corrected.

"In the early history we were having fires from the exhaust pipes of gasoline engines. We followed up a requirement for sufficient clearance and have not had a fire of the kind for four years.

"In the same years one or two fires a year were caused by tramps. We agitated locking and protecting the elevators and additions so as not to harbor the vagrants. The result has been no loss for three years.

"We were having an increasing number of fires originating in the power houses, there being ten each in 1909 and 1910. The inspectors were instructed to give more attention to the power houses and last year there was only one fire started with no damage claimed.

"It is said that exceptions are what proves the rule. It seems true with us when last year there were more fires started by 'friction' with a loss of \$15,000 and the old enemy 'spontaneous combustion,' with a loss of \$29,000, than in any previous year. However, a study of the individual losses does not defeat our previous argument, but shows that eternal vigilance is necessary and that there are more efforts to be made before the results can be considered satisfactory.

"The number of locomotive spark losses was only seven, which we feel is due to a change in character of roofing, yet the \$14,600 was the third largest loss in our history.

"Twenty-four fires from lightning with \$16,000 loss, were the largest number and

amount of any year. Nearly all new elevators are being built with metal roofing and iron cladding, which is good protection against both lightning and locomotive sparks. We have reports that quite a number are putting on standard lightning rods which, at the cost, is certainly wise as a protection to the business as well as the property. Lightning and locomotive spark dangers can and must be reduced."

Mr. McCotter's carefully compiled figures on grain elevator fires for the last nine years merit study by every elevator man, to be followed by a careful inspection of his plant.

FIRE RECORD FOR NINE YEARS.	
Number of fires reported since organization	379
Losses—total—to whole number of losses	41.7 per cent
Losses—partial—to whole number of losses	35.9 per cent
Losses—no claim—to whole number of losses	22.4 per cent

100 per cent

KIND OF POWER USED.	
Steam Power	39.8 per cent
Gasoline Power	51.9 per cent
Horse Power	1.1 per cent
Water Power	.5 per cent
Electric Power	2.3 per cent
No power	4.4 per cent

100 per cent

TIME OF DAY WHEN FIRES OCCURRED.	
"Daylight," 7:00 A. M. to 7:00 P. M.	39.8 per cent
"Night," 7:00 P. M. to 7:00 A. M.	42.3 per cent
"No time given"	17.9 per cent

100 per cent

CAUSE OF FIRES FOR NINE YEARS.		No. of Fires.	Per Cent.	Amount Paid.
Locomotive sparks	65	17.2	\$ 96,554.97	
Lightning	107	28.2	41,846.34	
Friction	38	10.0	86,114.48	
Origin in power and cob house	31	8.1	67,783.66	
Outside exposure	34	8.9	42,952.65	
Supposed incendiary	11	2.9	33,790.74	
Unknown	41	10.8	129,486.43	
Spontaneous combustion	13	3.4	27,749.66	
Tramps	7	1.9	18,235.50	
Exhaust pipe	4	1.1	4,600.22	
Leaky supply pipe	5	1.3	34.85	
Overheated stove and defective stove pipe	9	2.5	9,290.95	
Miscellaneous (less than 1% each)	14	3.7	19,604.95	

379 100.00 *\$578,045.40

WATER BARRELS.

Put out by use of barrels of brine and buckets, twelve fires with only six small claims amounting to \$695.05. Amount at risk on property saved, \$55,300.00. During nine years this now makes 17.67 per cent. of fires occurring put out by use of barrels and buckets on which there was a liability of \$254,850.

Insurance Notes.

The National Life Ins. Co. recently paid \$250,000 for the Indianapolis property belonging to the Indiana Millers Mutual Ins. Co. and E. E. Perry.

The Millers Mutual Casualty Insurance Co. now has more policies written up than are required to comply with the Illinois insurance law for organization and expects to have double the required number by Mar. 1.

At the annual meeting of the stockholders of the Grain Dealers Fire Ins. Co., at its offices in Indianapolis, Ind., Jan. 17th, J. W. McCord, Columbus, O., was elected president, A. E. Reynolds, Crawfordsville, Ind., vice-president, J. W. Sale, Bluffton, Ind., treasurer, C. A. McCotter, Indianapolis, Ind., secretary. The foregoing, with the following to constitute the Board of Directors: R. F. Cummings, Clifton, Ill., V. E. Butler, Heron Lake, Minn., H. S. Grimes, Portsmouth, O., Thos. A. Morisson, Kokomo, Ind., and Charles S. Clark, Chicago, Ill.

GORDON'S FIRE EXTINGUISHER.

All investigations which have been conducted with the view to determining the percentage of fires extinguished and the apparatus used in their extinguishment have proved beyond doubt that the convenient bucket with the non-freezing solution is the most practical, because every one is able to discern at a glance how to use the apparatus in fighting fire. For

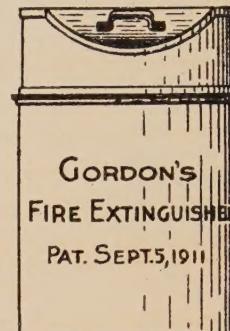


Fig. 1.

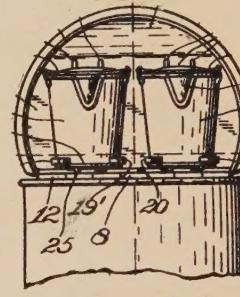


Fig. 2.

this reason it is but natural that the extinguishment of more fires in their incipiency is credited to fire buckets than all other apparatus combined.

Gordon's Fire Extinguisher, patented and owned by O. E. Gordon, Ray's Crossing, Ind., possesses a number of new features which will be of interest to elevator owners and operators.

The invention consists of a tank with a hollow lid and one or more buckets held removably under the lid for use in carrying the liquid to the scene of the fire. When the lid is closed the buckets are held in a horizontal position; when it is opened they become upright, filled with water and ready for use. Each bucket has a partially closed top and a spout, so arranged that the liquid may be poured out rapidly from the uncovered portion or slowly from the spout. The bottom of each bucket is also provided with a stiff handle for guiding it in use and to prevent its being carelessly employed for ordinary purposes when not in use at a fire.

The new fire extinguisher is constructed of thin galvanized iron reinforced with wood, and will contain the usual calcium-chloride solution, which will keep sweet and will not freeze or evaporate. Mr. Gordon states that despite its many superior points his invention will be placed on the market at a comparatively low price.

Grain dealers who have decided to live 110 years and really desire to do so, are being supplied with an attractive desk calendar, good for that length of time, by Ware & Leland, Chicago, Ill.

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Semi-Annual Assessments costing about
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Gross Cash Assets . . .	\$1,703,365.33
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Losses Paid since Organization	\$7,673,329.60

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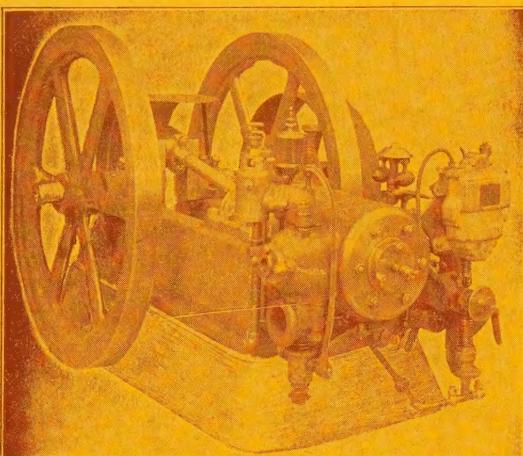
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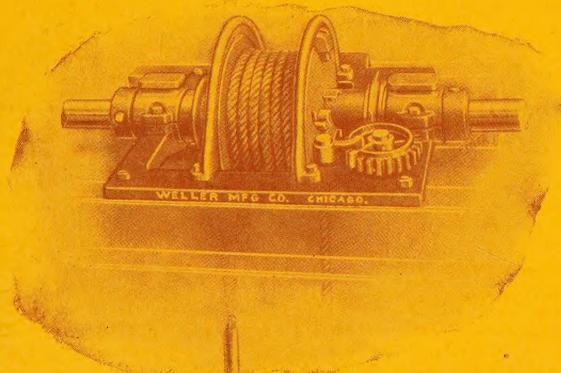
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